

LAMBORGHINI URUS & LM002: MUD-PLUGGING MONSTERS

# AUTO **Italia**

Issue 264 February 2018 £4.90 US\$10.50



## FUN TIME: ABARTH CORSA



**FERRARI 250 GT LUSSO**

Last of the 250 line

**DALLARA STRADALE**

Launch report

**ALFA ROMEO G1**

World's oldest Alfa

**MASERATI GHIBLI**

2018 MY tested

**FIAT DINO**

Coupe class



**ON TEST: ALFA ROMEO STELVIO QUADRIFOGLIO**







**APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT**



**APPROVED SERVICING MEANS:**

- FIAT Trained Technicians
- FIAT Diagnostic Equipment
- FIAT Recalls Undertaken
- FIAT Genuine Parts
- FIAT Software Upgrades
- FIAT Warranty Work

**COURTESY CARS AVAILABLE**

**SERVICE**



**2017 Alfa Romeo Giulia V6 Biturbo Quadrifoglio**

The All-New Alfa Romeo Giulia Quadrifoglio represents more than just the most powerful Alfa Romeo sports car ever created for road use.

Price: £56,195



**Alfa Giulietta Jtdm-2 Qv Line TCT**

Leather + alcantara. 20,037 miles

Alloys, electric windows + door mirrors, air con, Parking sensors etc.

Price: £13,995



**Alfa Romeo Brera Prodrive S V6**

Eibach springs and Bilstein dampers. Pleated leather seats /red stitching and "S" badging, Remote central locking.

Price: £9,495



**2015 Fiat 500 Lounge 3dr**

17000 miles. Latest spec in Volare Blue. Air conditioning, Bluetooth, Panoramic roof. Price: £7,995



**2016 Abarth 500 595C Turismo**

17,652 miles. Scorpione Black with tan leather. Air Conditioning

Price: £14,995

**Officially No.1 in the UK\* (again & again)**

\*No.1 out of 49 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11

\*No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11

\*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



**London Road Ashington West Sussex RH20 3DD**  
**Tel: +44 (0) 1903 893052 monzasport.com**



**Editor** Chris Rees  
chrisrees@auto-italia.net  
**Photographic Editor** Michael Ward  
michaelward@auto-italia.net  
**Events Director** Phil Ward  
philward@auto-italia.net  
**Editor at Large** Peter Collins

**Contributors** Keith Bluemel, Peter Collins, Elvio Deganello, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Mike Rysiecki, Tim Pitt, James Wheeler, Martin Holmes and Phil Ward

**Art Editor** Michael Ward

**Back Issues** Tel: 01462 811115  
**Subscriptions** www.auto-italia.net

**Advertisement Managers**  
David Lerpiniere  
david@talkmediasales.co.uk  
Simon Hyland  
simon@talkmediasales.co.uk  
Tel: 01732 445325

**Classifieds** email liz.solo@ntlworld.com

**Managing Director** Michael Ward  
**General Manager** Claire Prior  
claire@gingerbeerpromotions.com

**Printed in England**  
Warners Midlands PLC; Tel: 01778 391000  
**Worldwide Retail Distribution**  
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL  
Email: claire@gingerbeerpromotions.com  
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2018

## CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Peter Collins



Simon Park



Andy Heywood



Gary Axon



**A**lfa Romeo has, I'm delighted to say, done it again – it's created a pukka world-beater. Having just driven the new Stelvio Quadrifoglio, I have little hesitation in proclaiming it the world's best medium-sized SUV.

The Stelvio QV's most extraordinary achievement is to banish – well, all but banish – the inherent prejudices I've long harboured against the SUV genre: the top-heavy stance, roly-poly handling, overbearing design ethos and sheer bulk.

That's because the QV is not only blisteringly quick but also more agile than any other SUV, full stop. In other words, it's a proper Alfa. You can read exactly why I think it's such a triumph on page 18.

We were also in Milan for the announcement of the other major Alfa news story this month: the *biscione* logo will be appearing in Formula 1 in 2018 – potentially very exciting. I guess time will tell whether the investment required is going to be worthwhile for Alfa. I'd be fascinated to hear your thoughts.

All Alfa needs now is to sprinkle the magic it's generating – with its Quadrifoglio models and F1 aspirations – across the whole road car range. Marchionne's comments at the Alfa F1 launch certainly seem to suggest that's his intention. I for one would be delighted to see a refreshed 4C, a new 8C and a Giulia Coupe, as well as some excitement lower down the range. If that happens, this could be the turning point for the one brand that every Italian car lover *really* wants to see succeed.

One last word from me about the Lamborghini Urus, which has been unveiled this month (see page 30). To say the design is bold is an understatement; it's positively brazen. On one level, what else do you expect of Lamborghini? But on another, does it really *look* like a Lamborghini? There's been a fair bit of criticism of its design since the unveiling. I'd just comment that one factor rarely considered by European design critics is the real market for cars like this: China and the US, where tastes are often very different.

**Chris Rees**  
Editor

chrisrees@auto-italia.net





695 XSR

LIMITED NUMBERED EDITION



## BORN TO PERFORM.

**DISCOVER THE BOND BETWEEN ABARTH AND YAMAHA WITH THEIR SHARED RACING SPIRIT. EQUIPPED WITH MOTORSPORT INSPIRED COMPONENTS, SUCH AS AN ACTIVE DUAL MODE AKRAPOVIC EXHAUST AND CARBON FIBRE DETAILING, THE ABARTH 695 XSR YAMAHA LIMITED EDITION IS BUILT TO DRIVE, BORN TO PERFORM.**

Official fuel consumption figures for the Abarth 695 XSR Yamaha Limited Edition: mpg (l/100km): Combined 47.1 (6.0), Urban 35.8 (7.9), Extra urban 57.7 (4.9), CO<sub>2</sub> Emissions: 139 g/km. Fuel consumption and CO<sub>2</sub> figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.



# ISSUE 264

FEBRUARY 2018



18



26



30



44



50



72



56

## FEATURES

- 18 **ALFA ROMEO STELVIO QUADRIFOGLIO**  
At last, we drive Alfa's 510hp SUV
- 26 **MASERATI GHIBLI**  
Mid-life refresh brings extra power for 2018
- 30 **LAMBORGHINI URUS & LM002**  
Lambo's monsters of mud-plugging
- 38 **ALFA ROMEO G1**  
The story of the oldest Alfa still on the road
- 44 **FIAT ABARTH 1000 BERLINA CORSA**  
Terrific tiny tearaway tested
- 50 **FIAT DINO**  
The difference that fuel injection makes
- 56 **FERRARI 250 GT LUSSO**  
Profile of the final fling for Ferrari's 250 series
- 64 **FERRARI RACING DAYS**  
All the action from Silverstone
- 68 **GRAN PREMIO NUVOLARI**  
Glorious memorial run in Mantova
- 72 **MASERATI MISTRAL COLLECTORS' GUIDE**  
All you need to know about Coupe and Spyder

**SUBSCRIPTIONS**  
**SAVE UP TO £10.80**  
**SEE PAGE 88 FOR DETAILS**

## REGULARS

- 06 **NEWS**  
Alfa in F1, a new Pantera & Dallara's Stradale
- 82 **CLASSIFIEDS**  
Find your perfect Italian car here
- 90 **BACK ISSUES**  
Discover every car we've ever featured
- 98 **OBSCURATI**  
Tom Tjaarda's Damaca buggy



38



# NEWS & VIEWS

## Alfa Returns to F1

ALFA ROMEO IS COMING BACK TO FORMULA 1 AFTER AN ABSENCE OF OVER 30 YEARS



**A**lfa Romeo has partnered up with the Swiss Sauber team in a multi-year deal beginning with the 2018 season. Alfa will become title sponsor and the official team name will be Alfa Romeo Sauber F1 Team.

The agreement covers strategic, commercial and technological cooperation, including “access to engineering know-how and the expertise of Alfa Romeo technical staff,” says the company.

At an elaborate launch event inside Alfa Romeo’s renovated Museo Storico near Milan, Alfa Romeo unveiled its new livery and logo for its 2018 F1 car as well as the team’s two drivers, Marcus Ericsson and Charles Leclerc.

Adding weight to the occasion were FIA president Jean Todt and Chase Carey, the F1

chief of Liberty Media which controls F1. Also present was Sauber chief Pascal Picci. All spoke enthusiastically on stage about Alfa Romeo’s return to F1 next year.

Alfa’s F1 cars will use full-spec 2018 Ferrari power units and the launch sees Ferrari considerably increase its influence in F1.

Alfa Romeo suggests that the F1 experience will provide opportunities for its general road car business, too. There has already been a suggestion that the 4C road car, for instance, will see significant development in 2018 to take advantage of the F1 profile, while rumours persist of an Alfa 8C-type supercar.

Sergio Marchionne, CEO of FCA, said: “This agreement with the Sauber F1 Team is a significant step in the reshaping of the Alfa

Romeo brand. Alfa Romeo fans will once again have the opportunity to support an automaker that is determined to begin writing an exciting new chapter in its unique, legendary sporting history.”

He added: “Alfa’s return to F1 is putting the brand back where it used to be. It will also give Ferrari a real competitor.”

In the press conference, Marchionne admitted that FCA was making a financial contribution but declined to name a figure and also denied that the move marked the start of a take-over of the team, which remains Swiss-based.

Alfa has a strong motorsport pedigree and a long history in Formula 1, competing from 1950 to 1988, both as a constructor and latterly as an engine supplier.





Its glory years were undoubtedly the early days when Alfa Romeo won the first two drivers' world championships, in 1950 and 1951, with Nino Farina and Juan Manuel Fangio.

Thereafter, Alfa Romeo was an engine supplier to several F1 teams, including March and Brabham. Notably, Brabham used Alfa power for the legendary BT46 'fan car' from 1978 which started and won its only race.

Alfa Romeo returned as a constructor in 1979, achieving its best result in 1983, when it took sixth place in the constructors' championship. – Peter Nunn



### SCHUMACHER'S F1 CAR SELLS

Michael Schumacher's 2001 world championship-winning Ferrari F1 car has sold for a record \$7,505,000 at a contemporary art auction in New York.

The Ferrari F2001, chassis 211, is the car in which Schumacher clinched the 2001 world title, his fourth, in the Hungarian Grand Prix. It is also the car that Schumacher raced in Monaco for the fifth and final time.

The 2001 car easily won the drivers' and constructors' titles that year, with Schumacher taking nine GP victories. It even continued into the 2002 season, taking victory in Australia and pole in Malaysia.

The sale – to a private collector by RM Sotheby's – was a record price for a modern Formula 1 car. A portion of proceeds from the sale have been donated to Michael Schumacher's Keep Fighting Foundation.



### LAMBORGHINI URUS TO COST £157,800

Lamborghini has unveiled its new Urus SUV, which is now on sale across global markets.

The Urus is powered by a 4.0-litre V8 twin-turbo engine, the first ever turbocharged engine in a Lamborghini. It delivers peak power of 650hp at 6000rpm and 627lb ft (850Nm) of torque at 2250rpm. Transmission is by an eight-speed automatic gearbox.

Lamborghini claims this is the world's fastest SUV, with a 0-62mph acceleration time of 3.6 seconds and a top speed of 189mph.

4x4 is standard and there's an optional Off-Road Package. Chassis highlights include active torque vectoring, four-wheel steering, adaptive air





suspension, active roll stabilisation and carbon ceramic brakes.

The price in the UK is £157,800. The first customers take delivery in spring 2018. Lamborghini plans to build 1000 units in the first year, rising to 3500 in 2019.

**FULL URUS PREVIEW: PLEASE TURN TO PAGE 30**



**WINTER ALFA CHECK**

Alfa Romeo is offering a winter driving essentials check. For a cost of £29.99, fluid levels, brakes, battery, wheels, tyres, suspension, steering and lights are all checked through Mopar, Alfa Romeo's official service partner.

Available at retailers nationwide, any necessary repairs or improvements identified in the check will be reported and any repairs approved will use genuine parts, with a two-year parts and labour warranty.

In addition, Alfa Romeo MiTo and Giulietta customers will benefit from one year's Roadside Assistance and complimentary Accident Support Service. To book a Mopar test, visit [www.alfaromeo.co.uk/mopar](http://www.alfaromeo.co.uk/mopar)



**ALFA QUADRIFOGLIO DRIVING BOOTS**

A new Alfa Romeo Quadrifoglio shoe design has been launched by Car Shoe. Inspired by classic lace-up racing boots, it's made of leather and technical fabric. The boot features an Alfa Romeo logo on the back and Alfa's four-leaf clover symbol on the Velcro on the ankle. The sole is designed to offer grip and sensitivity on the pedals when driving.

Priced at £430 per pair, the Quadrifoglio boot is available in black, red or blue and can be bought from Car Shoe's Milan or Rome stores, and at [carshoe.com](http://carshoe.com)



**PANDA MAKES A MILLION**

The one millionth Fiat Panda has rolled off the production line at the Pomigliano d'Arco plant near Naples.

The millionth example of the third-generation Panda (originally launched in 2011) was a white Panda City Cross 1.2. It was delivered to a customer in Italy – where the Panda has been the number one best-selling car for five years in a row. It has also been the best-seller in Europe in its segment since 2016.

Over 7.5 million Pandas of all types have been made since the first generation was launched in 1980.





GENUINE STYLE FOR YOUR ALFA ROMEO

O R I G I N A L  
A C C E S S O R I E S



Giulietta:  
Carbon Fibre Rear Spoiler



Giulia:  
Twin Exhaust Tailpipe Kit



Stelvio:  
Aluminium Sport Pedal Kit



Mito:  
Engine Oil Cap



EXCLUSIVE  
AUTO ITALIA READER  
10% IN STORE DISCOUNT

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selective Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat professional accessories.

**MOPAR** is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. For the full accessory range please visit: [www.alfaaccessories.com](http://www.alfaaccessories.com)



*At your service*



## DE TOMASO PANTERA REBORN

A 21st century De Tomaso Pantera is to be built by Italian company, ARES.

The ARES Project Panther, designed by Mihai Panatescu, has clear echoes of Tom Tjaarda's classic 1971 Pantera. It aims to "reflect the essence" of the iconic Pantera's exterior, while marrying it with "an equally revered existing chassis." It's based on the Lamborghini Huracán.

So far the company has only released computer-generated images but it says, "Project Panther is undergoing final design

and aerodynamic and crash-test engineering assessment at the Modena facility."

ARES says Project Panther is confirmed for production in the second half of 2018 at its new Modena factory as a limited-run coachbuilt car and the company already has a number of confirmed deposits.

ARES is run by Dany Bahar, ex of Ferrari and Red Bull F1 teams and one-time head of Lotus. For more information, go to [www.aresdesign.com](http://www.aresdesign.com)



### FERRARI: UNDER THE SKIN OPENS IN LONDON

A major Ferrari exhibition is now open at the Design Museum in London. Ferrari: Under the Skin explores the history and behind-the-scenes design of Ferrari, with £140 million worth of Ferraris featured.

Rarely seen material from private collections brings together early design models, drawings, personal letters and memorabilia. Dedicated displays explore the life of Enzo Ferrari, the design of the cars, its clientele,



its racing prowess and technical innovations.

Key exhibits include Enzo Ferrari's driving licence and an exact replica of the 125 S – the first Ferrari ever made. Original hand-drawn sketches feature next to wind tunnel models and early wooden master models.

Celebrity exhibits include material from Miles Davis, Clint Eastwood, Sammy Davis Jr, Brigitte Bardot and Peter Sellers. There's a 1957 250 GT Cabriolet owned by racing driver Peter Collins, Nick Mason's F40 and a 1950 166 MM driven by Gianni Agnelli, head of Fiat. Modern Ferraris include Gordon Ramsay's LaFerrari Aperta.

Competitive racing is represented by the 1952 500 F2 that Alberto Ascari drove to F1 victory in 1952 and 1953, and the championship-winning F1-2000 driven by Michael Schumacher. There are also helmets worn by Alberto Ascari, Mike Hawthorn, Michael Schumacher and Kimi Räikkönen, as well as trophies and racing suits.

Ferrari: Under the Skin runs at the Design Museum in London until 15 April 2018.



### FERRARI'S MUSEUM RECORDS

Visitors to Ferrari Museums reached record levels of more than 500,000 from January to November 2017, an increase of 12 per cent over the same period in 2016. That means Ferrari's museums are among the most visited in Italy.

The Museo Enzo Ferrari in Modena was particularly popular, with visitors drawn by the 'Driving with the Stars' exhibition of Ferraris owned and driven by celebrities.

The Ferrari Museum in Maranello also saw a marked increase in visitor numbers, bolstered by exhibitions such as 'Rosso Infinito' (which is still underway) and 'Under the Skin', which has now transferred to the Design Museum in London.





# An Invitation

to join the national club for those who want to enjoy more from Alfa Romeo ownership

- Special Club discounted insurance scheme
- Award winning, high quality, full colour bi-monthly magazine
- Active website with members' forum
- Club shop for regalia (clothing, mugs, badges, stickers etc.)
- Area Sections nationwide with local meetings and activities
- Motorsport events from Sprints for road cars to full race series
- Access to technical expertise and insurance valuations
- Model Registers for new and classic Alfa Romeos
- National events and exhibitions



To join or for further details please visit  
[www.aroc-uk.com](http://www.aroc-uk.com), email [manager@aroc-uk.com](mailto:manager@aroc-uk.com) or call 07753 857029



dallara

## Dallara Stradale

EX-F1 CAR BUILDER DALLARA HAS DESIGNED A NEW, ULTRA-FOCUSED ROAD CAR. WE SAW IT BEING UNVEILED

Story & images: Matteo Grazia

If you know the name Dallara, it's probably because the Italian race car constructor fielded a Formula 1 team in the late 1980s and early 1990s. Or, if you live in the USA, you may be familiar with Dallara Automobili as the constructor of current IndyCar chassis.

Less well known is the fact that Dallara has also enjoyed decades of collaboration with major car makers, including working on the Alfa Romeo 4C and KTM X-Bow. Now Dallara is branching out into road cars bearing its own name with the Stradale, built at its home of Varano de' Melegari near Parma. In fact, a new factory has been constructed for the purpose.

The 16 November 2017 launch date was not chosen randomly; this was Giampaolo Dallara's 81st birthday. What better gift for him than to see a sports car bearing his name become a production reality.

We were at the world premiere, rubbing shoulders with such luminaries as Horacio Pagani (builder of the

most exclusive of all Italian supercars); racing drivers like Alex Zanardi and Paolo Barilla; Giancarlo Reggiani, research manager at Lamborghini; Piero Ferrari, Drake's son; and many political figures, including Romano Prodi, Dallara's friend and former Prime Minister of the Italy.

Nor was this some speculative launch. The occasion marked the handover of the very first production cars to their owners, including Andrea Levi, chairman of the Turin Auto Show.

So what is the Dallara Stradale? It's a sports car focused on pure driving pleasure, conceived as a completely open barchetta but capable of being fitted with a windscreen, roof and doors if you want to use it in bad weather.

Dallara's key racing principles are all clearly present, such as wind tunnel-honed aerodynamics and a carbonfibre chassis (as per the Alfa 4C and KTM X-Bow). Dallara himself says that Colin Chapman would have appreciated the Stradale, which is inspired by simplicity







of construction and lightness – indeed, it tips the scales at just 855kg.

Powering the Stradale is a four-cylinder, 2.3-litre turbocharged engine from Ford, modified by the Italian manufacturer to develop 400hp at 6200rpm, plus very strong torque of 369lb ft (500Nm) from 3000 to 5000rpm. The power unit is positioned centrally driving the rear wheels through a six-speed manual gearbox, or there's an optional 'robotic' paddle-shift system. The suspension consists of wishbones and adjustable electronic dampers.

The performance is impressive: 62mph is reached in 3.25 seconds, while the top speed is over 170mph. Other interesting data are the lateral acceleration (above 2g) and 820kg of aerodynamic load at the car's maximum speed (using an optional rear wing that transforms the Stradale into the perfect track day weapon).

The price of the base version is 155,000 euros

(excluding VAT). Dallara hopes to produce 600 units over the next six years. Enthusiasts of Italian cars across the world should be happy to welcome this latest sports car conceived in the Emilia-Romagna region, the 'Motor Valley' of the most prestigious Italian car manufacturers.





WRITE TO THE EDITOR AT: **AUTO ITALIA**, GINGER BEER PROMOTIONS LTD, MORNINGSIDE HOUSE, 1 HIGH AVENUE, LETCHWORTH, HERTFORDSHIRE, SG63RL OR EMAIL CHRISREES@AUTO-ITALIA.NET



**JUICED-UP GIULIETTA**  
Following on from your feature on my modified Alfa Romeo Giulietta (*Auto Italia* January 2018), I've added a few subtle mods. These include green/black door shut

sill trims, new front bumper grille, dechromed trims around the side windows and LED lighting in the engine bay in customary green. I hope to take the car to various Alfa shows this year.  
*Andy Couch*



**ZAGATO WITH ZING**  
Reading your Andrea Zagato interview (*Auto Italia* December 2017) filled me with joy - clearly a man who's passionate about the legacy and future of Zagato. And as for the news that a new Giulia TZ Coupe is on the cards, I'm over the moon. One thing I think you might have got wrong,



though, is the total number of designs that Zagato has been responsible for. You state that "134 designs were made in all" but according to the latest book I have on Zagato, the actual number is more like over 400. Keep up the good work!  
*David Little*

**GAPS IN THE MARKET**  
It seems to me that now would be the time for Fiat to produce a new model smaller in size than the current 500 range. Renault has the new Twingo and Smart their four-door model, so how about a rear-engined small Fiat with a small capacity version of the

TwinAir in the back? And whilst I'm in the mood, a new Ferrari Dino using the V6 engine from the Alfa Giulia?  
*Gordon Heaton*

*We couldn't agree more. A smaller two-seater version of the Fiat 500, available as a city car and a sports car, would be heaven-sent. A bit like the (sadly never produced) Zagato 500 Coupe (pictured), perhaps? - Ed.*



**GAME GAMINE**  
Thought you might like to see a photo of my Vignale Gamine in its designated parking space in my local town centre car park.  
*Tim Milnes*



# A PART OF THE DREAM



## FERRARI PARTS SPECIALIST **SUPERFORMANCE**

**01992 445 300** **SUPERFORMANCE.CO.UK**

CELEBRATING 34 YEARS FERRARI PARTS EXPERIENCE

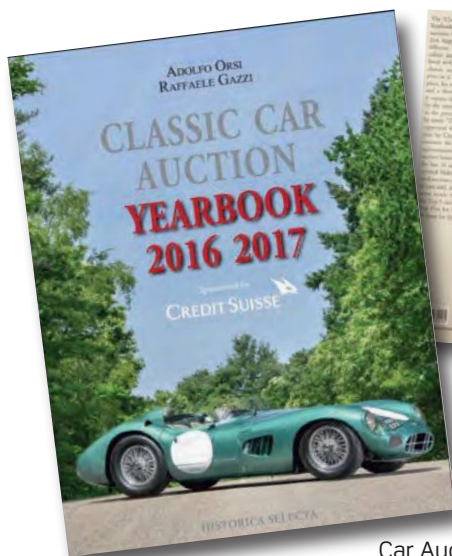
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW





# BOOKSHELF

REVIEWS OF THE LATEST TITLES



**Classic Car Auction Yearbook 2016-2017**  
By Adolfo Orsi & Raffaele Gazzi  
Historica Selecta ISBN: 9788896232095 £70

If you want to know what happened at the big automotive auction sales around the world in 2016-2017, this book is where to go. Amazingly, this is the 22nd edition of the Classic Car Auction Yearbook. Sales from September 2016 to August 2017 are covered, equating to 5659 cars over 308 different marques. Chassis numbers are given and auction results are provided in three currencies (euros, dollars and sterling).

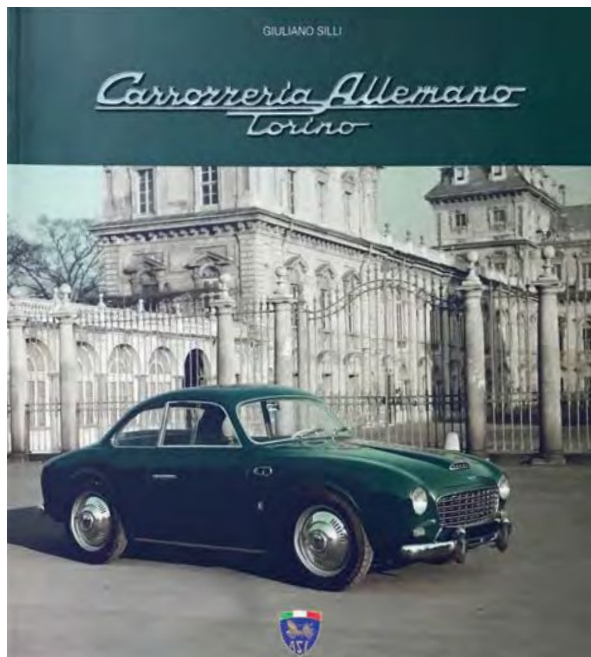
There's an impressive level of analysis by the Italian co-authors (Adolfo Orsi and Raffaele Gazzi), both of whom are authoritative figures. As well as detailed market analysis, there are many colour graphs, a listing of the Top 195 cars, the Top 100 by make and by country statistics, and a summary of the last 24 years of results.



It's notable that auction prices seem to be on the decline. For the second year in a row, the Classic

Car Auction Yearbook records a downturn – some \$1.086 billion in turnover – that's down from the historical high of 2014-2015, but still up by 32 per cent from 2012-2013. Orsi notes the increase of cars offered without reserve – a significant change of strategy designed to stimulate the market.

Over 416 pages, there are 954 photographs. For more information visit [www.classiccarauktionen.com](http://www.classiccarauktionen.com)



**Carrozzeria Allemano Torino**  
By Giuliano Silli  
ASI ISBN: 9788898344512  
32 euros

For many years, the story of Allemano has remained untold. It may feel like one of the more obscure Italian *carrozzerie* but its body of work is utterly fascinating.

Allemano collaborated almost exclusively with one of the greatest and most prolific designers of all time, Giovanni Michelotti. His designs stand out for their simplicity of line, elegance and an encapsulation of the spirit of Italy.

Allemano bodied hundreds of cars in a bewildering array of designs. Among its early efforts was a body on the Ferrari 166 S and an aching pretty Nardi 750. Its more celebrated works include coupes on the Fiat 1100 TV, the stunning Maserati 5000 GT, the



ATS 2500 GT and pretty much every Abarth GT car of the early 1960s. There's also a chapter on work done for the Japanese car maker, Prince, which was pioneering activity for an Italian company in the land of the Rising Sun.

The text is in both Italian and English. It's a softback book with 200 pages and hundreds of sumptuous pictures in colour and black-and-white. Very highly recommended.



**A-Z European Coachbuilders 1919-2000**  
By James Taylor  
Herridge & Sons ISBN: 9781906133788 £40

There have been very few books on coachbuilding over the years but this

new volume makes a good fist of attaining an overview of what is a huge subject.

From the golden era of the 1920s and 1930s, right up to modern companies doing convertibles and hearses, this is an alphabetical guide to the main coachbuilders of western continental Europe, from ACB of Paris to Zschau of Leipzig. All the big names are here but the real treats are the minor players such as Colli and Marazzi.

This hardback has 240 pages and over 450 archive photos – but we found ourselves really craving many more images. Many coachbuilders aren't illustrated at all. The main issue for this book, from an Italian enthusiasts' perspective at

least, is that more detailed works on Italian coachbuilders now exist. However, if your interest extends beyond Italy to the coachbuilders of Austria, Belgium, France, Germany, the Netherlands, Spain and Switzerland, it's definitely worth a look.





**Auto Italia celebrates Maserati's 100th anniversary with a special, limited edition dedicated to the marque**



**Maserati Centenario is produced using superior materials and is one of the best quality publications so far to mark Maserati's 100th anniversary.**

**Maserati owner, author and music composer Simon Park records Maserati's progress from 1914 to 2014, with a contribution from Andy Heywood.**

**The photography, featuring many Maserati Club cars, is sourced from Auto Italia's own archives and the layout has been designed by Art Editor Michael Ward**



**One Big Happy Family**

**Onwards and Upwards**

**MASERATI CENTENARIO**

**Auto Italia** Celebrating 100 years of Maserati

£7.95 (+ £1.50 p&p) UK  
 £7.95 (+ £2.75 p&p) EU & USA  
 £7.95 (+ £3.75 p&p) World  
 Payment accepted by PayPal,  
 credit and debit cards.  
 To order Email:  
[claire@gingerbeerpromotions.com](mailto:claire@gingerbeerpromotions.com)  
 or via [www.auto-italia.net](http://www.auto-italia.net)





# Quads & Pecs

510hp of Alfa brawn in – for the first time – a four-wheel drive chassis. The Stelvio Quadrifoglio has all the hallmarks of glory on paper – but how does it perform? It's time to find out

Story by Chris Rees  
Images by FCA & Simon Thompson





**A**lfa Romeo is firmly back in the carbon-backed driving seat. With the Giulia Quadrifoglio it has created the world's most desirable performance saloon car, full stop. After an ebullient launch with a fantastic reception (from us, other members of the press and owners), celebrations of a party-popper order are entirely justified.

Ah, but... Forgive me for putting the poppers back in the box here, but there are just a couple of flies in the Giulia QV ointment. First off, the rear-wheel drive Giulia QV can be a real handful in Race mode, which is the only one of the driving modes that gives you the full-on noise and driving sharpness that keen drivers crave.

Secondly, so many potential Giulia buyers would dearly love an estate car body shape – but Alfa has sadly squashed its planned Giulia Station Wagon (a car that had already been fully designed, incidentally).

But I can bring

some very good news, having driven the new Stelvio Quadrifoglio: it swats both these flies. It's got full estate car practicality (and arguably just as much style as a Giulia SW would have had), and its four-wheel drive set-up makes the car far more user-friendly whatever driving mode you engage.

A four-wheel drive very high performance Alfa – what an alluring prospect. In fact, this is far from the first four-wheel drive Alfa to wear the cloverleaf badge. Remember the 155 Q4 of 1992 (effectively a 155 shell plonked on a Lancia integrale platform) and the ultra-rare 164 Q4? Both fabulous things.

But this is the first 4x4 Alfa SUV with world-beating performance – and the first time that Alfa's sublime 2.9-litre V6 Bi-Turbo engine has been mated to Q4 four-wheel drive. Alfa has already proved the Stelvio QV is "the fastest SUV around the circuit," having clocked a new record at the Nürburgring: it mullahed the lap in 7 minutes 51.7 seconds.

Now we're going to find out just how well it performs on public roads. We've come to the UAE to test it on the famous Jebel Jais road – at 1934 metres, the highest in the UAE – which has been dubbed "the Stelvio Pass of the Middle East."

First impressions: the QV looks purposeful without being unsubtle. The main distinguishing features are vents in the







bonnet, side intercooler vents, side skirts, extended body-coloured wheelarches and quad exhaust tailpipes – as well as those green cloverleaf emblems. It's sensitive to colour, though. Light colours really don't suit it – in white or Misano Blue it looks too bulky. Darker colours work far better; best of all, though, is red.

The QV is a little larger all round than the regular Stelvio: longer, wider, taller (4702/1681/1955mm versus 4687/1671/1903mm). With the V6 engine, 4x4 system and extra girth, it's no surprise that it's heavier too – even with light components like the driveshaft (carbonfibre) and the aluminium doors, wheelarches, bonnet and tailgate. Its kerb weight of 1830kg is some 170kg more than four-cylinder Stelvios. Nevertheless, Alfa is able to claim the best power-to-weight ratio in its class (279hp per tonne).

Thank the glorious engine for that – exactly the same 510hp 2.9-litre turbo V6 as in the Giulia QV. I have no hesitation in declaring it one of the all-time great Alfa engines, and it gives the Stelvio a slug of performance that SUV owners by rights should never expect. The official figures – 3.8 seconds 0-62mph and a mighty top speed of 176mph – tell only a part of the story. In a straight line, it's faster than most supercars, let alone a chunky SUV. Yet it's so easy to drive in a docile manner. Having peak torque (600Nm) available from just 2500rpm certainly helps.

The ZF eight-speed automatic transmission – which has been recalibrated for the extra weight and four-wheel drive system – works superbly well: smooth, intuitive and fast (shifting gears in just 150 milliseconds in Race mode). Using the one-piece

aluminium paddle shifters for manual changes is a delight too – I find myself doing so pretty much all the time. My only gripe is the auto gear lever, which has a nastily down-market feel and reacts too slowly when it's moved from D to R to P.

The cabin looks lovely with its carbon-and-Alcantara steering wheel with red starter button, beautiful upholstery stitching and smatterings of carbon trim. It's not got quite the superior cabin cachet of the Maserati Levante, though – in my dreams I'd have a Stelvio QV with a Maserati interior. And the Maserati's touchscreen, which is far superior to the slow-witted, letterbox-format one in the Stelvio.

So now it's time to answer the question I've been keenest to know: how does the Stelvio QV handle? Alfa Romeo has set the bar high by promising "the handling of a supercar" – no small claim.

OK, time to tackle our first corner. The first impression is that turn-in isn't as sharp as the Giulia's but perhaps that's not surprising given the higher centre of gravity and extra weight. No problem with the sharpness and speed of the steering rack (with the most direct ratio in its class at 12.1:1). For some drivers, the steering speed could come as a surprise, but it'll be a welcome one for most. The first thing to be telegraphed through the seat of your pants is initial understeer, followed by a curious feeling that the car is starting to oversteer. But it's not; in fact, the Stelvio settles into a neutral, balanced attitude very quickly, with none of the roly-poly feel of SUV rivals. That's partly down to the near-perfect weight distribution of 53.8/46.2 front/rear.

Oversteer its very much reined in: in contrast to the

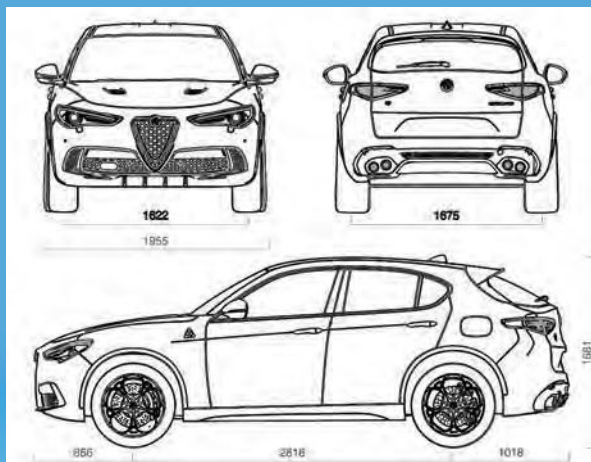
*In a straight line, very little can touch the Stelvio QV, which eats tarmac for breakfast. Sounds fantastic, too*



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO STELVIO QUADRIFOGLIO

ENGINE:	V6-cyl petrol twin-turbo
CAPACITY:	2891cc
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.3:1
POWER:	510hp @ 6500rpm
TORQUE:	443lb ft (600Nm) @ 2500rpm
TRANSMISSION:	8-speed auto, 4WD
SUSPENSION:	Double wishbone (front), multilink (rear)
DIMENSIONS:	4702mm (L), 1681 (W), 1955mm (H)
WEIGHT:	1830kg
MAX SPEED:	176mph
0-62MPH:	3.8 sec
FUEL CONSUMPTION:	31.4mpg
CO <sub>2</sub> :	210g/km
PRICE:	£75,000 (est)







lairy rear-drive Giulia QV, the Stelvio's 4x4 system effectively makes it more controlled – and controllable. That's despite the fact that 100 per cent of the torque is directed to the rear wheels in normal driving. Only when there is loss of traction do the computer gubbins direct torque to the front end as well – up to 50 per cent – via a transfer case.

As I ascend the wide, sweeping curves of the Jebel Jais road, I succumb to the temptation to switch to Race mode, in which the stability control system is turned off. In the Giulia QV, this results in violent oversteer on demand. Not so the Stelvio. The Pirellis (P Zero as standard, with the Giulia's P Corsa tyres an extra-cost option) let you know when grip levels are being breached with a squealing from the front end. Hoof the accelerator mid-bend and the rear end starts to drift wide – great stuff. But while in the Giulia QV, that drift angle can become extreme – and very much depends on how heavy you are with your right foot – in the Stelvio the 4x4 system intervenes in combination

with torque vectoring (two clutches in the rear differential controlling torque to each wheel separately without input from the stability control system). The transition feels almost like four-wheel steer: the rear end seems to turn itself in to come into line.

Admittedly, that means there's less drama – and, perhaps, less fun – than the Giulia QV, but ultimately the Stelvio is almost certainly the quicker car on twisty roads because you have more confidence to barrel in, especially in 'R' mode. Hoofing the throttle mid-corner merely sees you exiting at high speed in a predictable trajectory; it would take tremendous skill to attain such exit speeds in the Giulia. As for wet conditions, it would be no contest.

Putting the adjustable dampers to their 'mid' position in Race mode is surprisingly satisfying – it's very much not over-soft and gives you extra compliance over bumpy surfaces. Not that the ride quality – even in 'R' mode – is remotely uncomfortable. Indeed, the Stelvio combines a truly planted feel with

*Cabin features lots of carbon trim, beautiful stitching and mostly very user-friendly controls*





# ALFA ROMEO STELVIO QUADRIFOGLIO



a very compliant ride, at least on the relatively smooth tarmac of the UAE.

In short, you can spend most of your time in Race mode without feeling nervous – and you have the benefit of the lovely exhaust noise and sharper auto gearshifts that 'R' brings.

Braking is wonderful. The electromechanical 'Integrated Brake System' offers super-quick responses to pedal pressure, but the wheels don't seem to lock up as readily as they do on the regular Stelvio. As with the Giulia QV, carbon-ceramic discs will be available as an option.

A quick note about off-roading. OK, the Stelvio QV may not be the most obvious choice for wild woods and misty mountains, but the fact that it has ground clearance of over 200mm and a wading depth of 480mm gives you a bit of confidence that it can tackle the rough stuff. There was no off-road element to our test route – officially, at least – so we broke free and took an unmarked track up to the peak of Jebel Jais. We









got chased by a Jeep for a bit of a telling off but hey, it was worth it – our ascent on steep, sand-strewn tracks was straightforward, and returning back down let us test the hill descent control system (yes, it works!).

One final word about practicality; this is a Stelvio strong suit. There's plenty of space for five passengers, and for luggage: load capacity is 525 litres, or 1600 with the seats folded – figures Giulia QV owners can only dream of.


## VERDICT

In the opinion of Ferrari and Maserati racer, Andrea Bertolini, the Stelvio QV is “the most exciting Alfa Romeo.” No Andrea, I really can't agree with you – the Giulia QV and 4C both have stronger claims in the excitement department – but what I can say without question is that the Stelvio QV is the most accomplished car that Alfa Romeo has ever made.

It's astonishingly well rounded, and so

exceptionally good in so many areas that it's the machine I'd choose if I could only have one car. In its armoury are the capability of beating probably most supercars in a straight line, out-dancing the rear-drive Giulia QV on twisty, low-grip roads and fitting five people and their luggage in comfort.

It's not perfect, though. Some requests for the facelift: a better dashboard touchscreen, a nicer gear lever and a switch that can open those exhaust flaps whenever you want. That's nitpicking, though. The Stelvio Quadrifoglio is an epically fine car.

And so to the delicate subject of pricing. The Stelvio Quadrifoglio arrives in the UK in summer 2018, with pricing and specification yet to be confirmed. We do know the price in Italy, though, and it's a stinger: 95,000 euros, or around £85,000. But then the Giulia QV costs £72k in Italy (UK: £61k), so we'd expect the Stelvio QV to be around the £75,000 mark when it arrives in Britain. Expensive? Yes, but perhaps reassuringly so. 





# Lusso or Sport?

Maserati's executive saloon is relaunched for 2018 with a subtle facelift, more equipment, a power boost and new GranSport/GranLusso versions. Is it better to drive, though?

Story: Chris Rees  
Images: Maserati







It was 50 years ago that Maserati launched the Ghibli as its first-ever supercar. Since then, the name has morphed to suit Maserati's ever-changing character, with a brief revival in 1992, for instance, during the Biturbo era.

Four years ago, the Ghibli badge transformed again to grace a four-door model (even though Maserati plugs its executive-class saloon as "a coupe among sedans"). During those four years, some 82,000 Ghiblis have been made – small fry by BMW 5 Series standards, maybe, but huge by Maserati's. Indeed, the Ghibli is comfortably the best-selling Maserati of all time.

Now the Ghibli's getting a mid-life refresh and facelift, the latter only affecting the front and rear ends. I'm still not sure about Maserati's current Alfieri-inspired gaping maw grille. The chunky 'chrome' (actually plastic) bars look dramatic but somehow don't feel upmarket enough. Avoid the base model, which sticks with xenon headlights, and you get nice new adaptive LED headlights. And there are now distinct GranSport and GranLusso versions (see panel) with quite different looks, too.

During the facelift presentation, the Ghibli's shape is somewhat implausibly described by the design department as "Birdcage-inspired." You what? Whatever, it still looks classy and it's now slightly more aero-friendly with a Cd of 0.29, down from 0.31.

OK, it's time to drive the 2018 Ghibli on a route that takes in part of the Monte Carlo Rally stage above Grasse in France. Luckily, Alex Fiorio (the 1987 World Rally Champion, don't you know) is on hand to show us some of the danger spots. Good: this is a much bigger car than I recall – at 4971mm long, it's only 293mm shorter than the Quattroporte, and just as wide. And only 50kg lighter. Not necessarily a recipe for super-sportiness, perhaps.

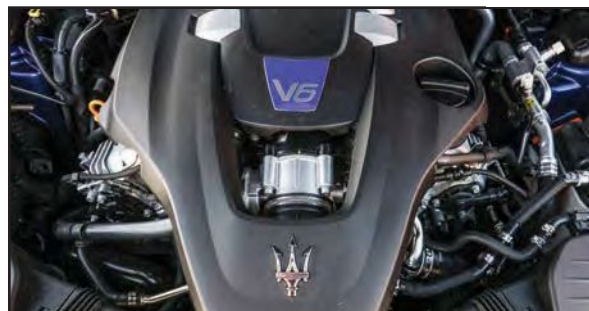
Let's find out. As before, the range is three-strong: Ghibli Diesel (275hp V6 oil-burner), Ghibli (350hp V6 petrol) and Ghibli S (430hp V6 petrol). It's only the petrol engines that have changed significantly: both are up by 20hp from before. For this reason – and others that'll become clear – it's the 430hp 'S' I'm keenest to drive.

What's immediately clear is that the 430hp engine is even more of a cracker. The Ghibli S reaches 178mph and accelerates from 0-62mph in 4.9 seconds (0.1sec faster than before). Torque is also up by 30Nm to 580Nm (428lb ft) at 2250rpm, so it's an effortless cruising machine too.

The Sport button is itching to be pressed. Hang on, I was expecting Maserati's trademark fireworks in the aural department but where are they? Yes, the exhaust note is gruffer but the signature 'pops' that we love Masers so much for are absent. In fact, the sound is much nicer from the outside than it is inside – or to put it another way, nicer for those who haven't bought the car!

The single biggest change for 2018 is the steering. No longer hydraulic, it's now electric, or more precisely, belt-driven with variable electronic assistance. Maserati describes its extra assistance and on-centre feel as 'feed-forward' (as opposed to 'feedback') but I think I'll stick with the regular syntax... The feel is in fact quite light and remains consistent across the lock. Compared to hydraulic, it comes across as a bit peculiar because you expect there to be more of a difference as you turn the wheel. It's not unpleasant, though, and it's a fast-acting, sensitive system.

Most cars make do with one suspension system. Not the Ghibli: you can buy three different ones – fixed-rate, Sport (also fixed) and Skyhook (electric adaptive dampers). Skyhook is standard on GranSport models, optional on others. Leave it in







## TWO FOR THE PRICE OF ONE: GRANLUSSO & GRANSPORT

As with the recently facelifted GranTurismo, there are two distinct designs for the new Ghibli. The regular model and the new GranLusso share a 'luxury' look, while the GranSport goes sportier.

The GranLusso has chrome bumper inserts, black callipers and 19-inch wheels; the GranSport goes for piano black bumper bits, red callipers, 20-inch alloys and blue-themed badges. The lower grille has a more aggressive slant on the GS, too, with 'whiskers' that look like they're holding the main grille in place.

Inside, the GL's Ermenegildo Zegna silk upholstery is superb; you also have wood trim, Comfort seats, power-adjustable foot pedals, parking sensors and soft-close doors. The GS goes with Sport leather seats/steering wheel, Sport pedals and standard gearshift paddles. If you want either GL or GS packages, they're £7320 on top of the regular price.

## TECHNICAL SPECIFICATIONS

### MASERATI GIBLI S

ENGINE:	2979cc V6 twin-turbo petrol
BORE X STROKE:	86.5mm x 84.5mm
COMPRESSION RATIO:	9.7:1
POWER:	430hp @ 5750rpm
TORQUE:	580Nm (428lb ft) @ 2250rpm
TRANSMISSION:	8-speed auto, rear-wheel drive
SUSPENSION:	Double wishbones (front), multi-link (rear), coil springs, anti-roll bars, optional Skyhook adaptive dampers
BRAKES:	Vented discs, 360mm (front), 345mm (rear)
TYRES:	235/50 R18 (front), 275/45 R18 (rear)
DIMENSIONS:	4971mm (L), 1945mm (W), 1461mm (H)
WEIGHT:	1810kg
FUEL CONSUMPTION:	29.4mpg (combined)
CO <sub>2</sub> :	223g/km
TOP SPEED:	178mph
0-62MPH:	4.9sec
PRICE	£66,520

Normal mode and it remains comfortable over rough roads, with less body roll than you might expect; in Sport mode it's much stiffer.

Just for scientific value, I got to reacquaint myself with the diesel, which as diesels go is a lovely thing. In Sport mode, the volume of the exhaust increases, with a nice, gruff note emanating into the cabin. There's a very big difference when Sport suspension mode is activated in the diesel, in contrast to the 'S'. Sport mode really firms things up in the diesel, whereas there's surprisingly little change when you press 'Sport' in the 'S'. Even so, the heavier diesel feels much less resolved around bends.

In the 'S' the Ghibli's perfect 50/50 weight distribution comes alive, and both sharp and sweeping


bends can be tackled with real enthusiasm. The tail end likes to wag, even with the stability control systems engaged – thanks, Maserati, for the playfulness – and the limited slip diff helps to push you keenly into the next straight.

The interior was upgraded last year with the superb touchscreen from the Levante, so it's not really changed for 2018, but there is a new soft-close door option that means the doors pull themselves shut.

Another new bit of tech that takes Maserati one step closer to that new-fangled autonomous driving lark is a new optional Driver Assistance Package, offering Highway Assist (from 20 to 85mph), Active Lane keep assist (40 to 112mph), Active Blind Spot Assist and Traffic Sign Assist.

## VERDICT

The biggest change for 2018 is the electric steering, which is better than before but still feels quirky. No question, the Ghibli S is the version to have. It's the most resolved around corners and the power boost to 430hp is just what you want from a Maserati (as well as that engine note, obviously).

It's the SQ4 with four-wheel drive that's the best of all the Ghiblis but sadly 4x4 isn't available in right-hand drive because of packaging issues. Sad because the SQ4 works really well. The new Ghibli range is priced from £51,165 for the diesel; the 'S' that we prefer is £66,520. 



# DTR

SPORTS CARS  
28th Anniversary 2017

DTR Sports Cars Established 1989.  
Service, sales and restoration of  
Classic and modern Italian cars.



DTR Sports Cars are Italian marque restoration specialists. We have restored many 101 and 750 spiders to the very highest standards and specialise in all aspects of their ownership, whether a simple service or a full 'Concours' restoration.

## FOR SALE

Alfa Giulietta SS 1960. Project.  
12 month DTR restoration to completion .  
Will be one of the very best! POA  
Pininfarina 1985 Spider. Original,  
excellent throughout £18,000  
Ferrari 308 GTSi 24,500 miles,  
original paint, books, tools. DTR serviced £75,000



28 Breakfield, Ullswater Business Park, Coulsdon, Surrey, CR5 2HS  
[www.dtrsports.com](http://www.dtrsports.com) 0208 645 5050



# Lamborghini Urus

Lamborghini's controversial new Urus is a bold "Super Sport Utility Vehicle." Not only is it the world's fastest SUV, it's also the first turbocharged Lambo ever. Here are the 12 questions we need answering.

Words: Chris Rees  
Images: Lamborghini



## 1. That design - what the...?

Lamborghini cites various design cues from its current and past line-ups, giving it "pure Lamborghini DNA." The LM002 (see page 32) gets a big nod. For instance, the small triangular air outlet ahead of the door is "reminiscent of the LM002" while the wheelarch design is LM002-inspired, too.

Less obviously, Bologna's supercars such as the Countach and Miura are credited for much of the design inspiration. The angular windows are claimed to echo those of the Countach, while the bonnet hump recalls the Miura's, apparently. The huge front air intakes sport a clear Aventador-style hexagonal theme.

The door handles have raised significant debate already. The front ones are sited below the body swage line, while the rear ones nestle atop the huge bulging wheelarch - surely the only car on sale to have this unusual quirk.

## 2. Is it as crazy on the inside?

Like other modern Lamborghinis, the cabin makes the driver "feel like a pilot" thanks to the enveloping dashboard and hexagonal design theme. Highly customisable materials include leather, Alcantara, aluminium, carbonfibre and wood.

The seating position is unusually low by SUV standards but there's space for up to five occupants (optionally only four), and even the boot is big at a claimed 616 litres (seats up) or 1596 litres (seats down).

## 3. Just how big is it?

Even by super-SUV standards, this is a gigantic machine. It's longer and wider than the gargantuan LM002, although it's lower. The wheelbase of 3003mm is also very long. The position of the engine keeps the car's centre of gravity low. With a kerb weight of around 2200kg, it's no lightweight but certainly not the heaviest SUV on the market. The wheels - at anything from 21in to 23in - are the largest in the segment.

## 4. Turbos in a Lambo - why?

The Urus has a 4.0-litre V8 aluminium engine with twin turbos - the first ever turbocharged engine in a Lamborghini. Why? Because only a turbo engine delivers the torque output needed at low revs for off-roading.

Peak power of 650hp (478 kW) arrives at 6000rpm, and there's a 6800rpm redline. In terms of torque, it boasts 627lb ft (850Nm) from as low as 2250rpm. The Urus has one of

the highest specific power outputs in its class, as well as the best power-to-weight ratio.

Transmission is by an eight-speed automatic gearbox that's set up "to provide very short low gear ratios and longer high gears" so it will accelerate fast away from the line, yet maintain good cruising ability.

## 5. How fast will it go, mister?

Lamborghini quotes a 0-62mph acceleration time of 3.6 seconds, 0-124mph in 12.8 seconds and a top speed of 189mph. Is there a faster SUV? Lamborghini thinks not.

## 6. Can it really go anywhere?

There's a Torsen self-locking centre differential that should make it a usable tool off-road. The torque split is 40/60 front/rear, changeable to 70% to the front or 87% to the rear, enhancing traction to the axle with the best grip. As for ground clearance, that varies from 158mm to 248mm using the air suspension.

As standard, there's a Neve (snow) drive mode. But you can also order an optional Off-Road Package that adds two extra modes - Terra (off-road) and Sabbia (sand) - as well as reinforced bumpers and extra underfloor protection.





**7. So is it meant more for fast road use?**

“Daily usability” is highlighted by Lamborghini, suggesting its real focus is more as a road car that can be used in all conditions. The 4WD system has active torque vectoring and four-wheel steering, while there’s adaptive air suspension and active roll stabilisation (a first for Lamborghini) to reduce roll angles on bumpy roads.

Lamborghini claims “perfect handling” by using rear-wheel steering and active torque vectoring via a rear differential, enabling the power to be sent to whichever individual wheel has the best traction.

**8. What about stopping power?**

Massive carbon ceramic brakes are fitted, with 10-piston callipers up front and six-piston ones at the back. The claimed braking distance from 62mph is just 33.7 metres.

**9. What’s it all made of?**

Mostly it’s a mix of aluminium and steel. You’ll find aluminium in much of the chassis, the frameless doors, cross-members, front

subframe and parts of the rear subframe. But carbon? Not really – only the brakes and some cabin trim.

**10. What’s that name about?**

The name Urus, as usual for a Lambo, derives from a bull. ‘Urus’ is the Spanish word for the aurochs, an ancestor of domestic cattle.

**11. What does it sound like?**

Despite the adoption of turbos for the first time, we are promised an “inimitable Lamborghini sound.” That varies from subdued “low-frequency sounds” in Strada mode to “a sportier and more exciting Lamborghini sound and feedback in Corsa.” The exhaust system also changes at higher revs to a “guttural, sporty sound.”

**12. And, er, how much?**

If you want to buy a Urus, you’ll need to shell out £157,800. The first customers will take delivery in spring 2018, and Lamborghini plans to build 1000 units in the first year, rising to 3500 in 2019.



**TECHNICAL SPECIFICATIONS**

**LAMBORGHINI URUS**

ENGINE:	3996cc V8 twin-turbo
POWER:	650hp at 6000rpm
TORQUE:	627lb ft (850Nm) at 2250-4500rpm
TRANSMISSION:	8-speed automatic, four-wheel drive
BRAKES:	Carbon ceramic discs, 440x40mm front, 370x30mm rear
TYRES:	285/45 R21 to 285/35 R23 (front), 315/40 R21 to 325/30 R23 (rear)
DIMENSIONS:	5112mm (L), 2016mm (W), 1638mm (H)
WEIGHT:	2200kg
FUEL CONSUMPTION:	22.2mpg
CO2:	290g/km
MAX SPEED:	189mph
0-62MPH:	3.6sec
PRICE:	£157,800



# Lambo's Leviathan

The Urus is not Lamborghini's first SUV – that accolade belongs to the utterly bonkers V12 Countach-engined LM002. We take a spin in the most extreme 4x4 car ever built

Story: Gary Axon  
Images: Michael Ward



In decades to come, when social historians record the global motoring tastes of the early 21st century, the rise of prestige-branded SUVs will undoubtedly fill a chapter or two. When Big Ben struck midnight for the new millennium, the only serious 'posh' 4x4 available to affluent farmers and footballers' wives was the Range Rover.

Fast forward just a few years, though, and the likes of Porsche, Maserati, Jaguar and Bentley populated the

lumbering premium SUV sector to meet the insatiable growth in demand for such vehicles, especially in developing markets such as China, Russia and India.

And in the next couple of years, revered names like Rolls-Royce and (heaven forbid) Ferrari, will be added to this roster. But today, it's Lamborghini that's grabbing the headlines with its long-anticipated twin-turbocharged V8 Urus. Unlike other prestige marques, though, which are all new to the SUV arena,





Lamborghini has previous experience in the world of super-sized off-roaders.

Yes, the brick-shaped LM002 – the nomenclature signifying Lamborghini Militari 002 – was built between 1986 and 1993. Just over 300 examples were assembled at Sant'Agata, of which 48 were to LM/A (LM/American) specification for delivery to the United States, where they were snapped up by the likes of Sylvester Stallone and Tina Turner. Other 'notables'

also on the excessive 4x4's client list included Colonel Gaddafi and Saddam Hussein's son, Uday.

Even by the standards of Lamborghini, the LM002 was extreme. Its roots date back to 1977, when the then-struggling Bologna tractor and exotic sports car maker first presented its ambitious but flawed Cheetah 4x4 military prototype at the Geneva Motor Show. Built in California on contract from Mobility Technology International (MTI), the Cheetah was



aimed at the US military, as well as the oil exploration and production industries.

Frustratingly for Lamborghini and MTI, the Cheetah not only failed to secure any orders from these target groups, but its heavy rear-mounted Chrysler V8 engine led to poor weight distribution that caused some unfavourable handling characteristics off road. Indeed the prototype was inadvertently rolled during US army testing! It also attracted unwelcome legal action from Ford, which claimed the high-mobility combat Lambo was a copy of its own patented FMC XR311 off-road military machine.

Undeterred by the disappointing Cheetah experience, a financially reinvigorated Lamborghini revisited the off-road military opportunity with another version in 1981: the reworked LM001. The boys from Bologna replaced the Cheetah's Chrysler V8 with an equally weighty and asthmatic 180hp AMC 5.9-litre V8. Bizarrely it was also rear-mounted, so it still suffered from unpredictable handling, ultimately leading Lamborghini to abandon its military project, having built just a single LM001 prototype.

After two failed attempts, most car companies would have torn up any plans to break into the potentially lucrative North American and Middle Eastern specialist forces markets but Lamborghini persevered – would it be third time lucky? It dusted off its LM001, assembled an entirely new tubular steel spaceframe chassis (incorporating all-independent double wishbone suspension with coil springs), relocated the engine to the front and switched to its own home-grown V12 from the contemporary Countach. An extensive off-road testing programme was undertaken, with many key alterations made to the LM001 in the process.

After building another prototype called LMA (A for *anteriore*, to reflect the 4x4's new front-mounted engine layout), Lamborghini's resulting production model was labelled LM002, and unveiled at the Brussels Motor Show in January 1986. This was a much more 'civilised' machine, with a luxurious leather and wood interior, plus a wealth of the latest mid-1980s gadgets, including air conditioning and a

premium roof-mounted audio system.

Installing the 450hp 5.2-litre V12 Countach motor up front, Lamborghini transformed the dynamic behaviour of its pumped-up 4x4 off-roader. It was capable of propelling the blunt-fronted, 2700kg LM002 to 60mph in a swift 7.7 seconds, and on to a top speed approaching 120mph. A 7.3-litre LM004 version was also offered for oil tycoons, using the Paolo Stanzani-designed Lamborghini V12 L804 off-shore powerboat racing engine!

To help keep the LM on, and off, the road, Lamborghini commissioned Pirelli to create purpose-built 325/65 Scorpion run-flat tyres, available on bespoke OZ alloy rims, and with two different custom tread patterns; one for mixed use and the other specifically for sand. These bespoke Pirellis could be run virtually flat without risk, and could handle the Lamborghini's extreme loads and high speeds, plus desert heats. They're fiendishly expensive to replace.

For those long desert treks, the LM was equipped with a 290-litre fuel tank (other tank capacities could be specified), which, running at a realistic average of around 7mpg, would cost an eye-watering £350 plus to fill up today.

Ahead of sampling Lamborghini's more frugal new Urus in the coming months, we thought it timely to reacquaint ourselves with Sant'Agata's SUV heritage, in the imposing form of the 'Rambo Lambo'. We popped along to Duncan Hamilton ROFGO's impressive new purpose-built premises, near Micheldever in Hampshire, to try an exceptional, painstakingly restored LM002, just before it headed off to France where its new owner had recently part-exchanged his Espada for this rather more versatile Lamborghini!

As the LM002 came up to working temperature – doubtless consuming many litres of fuel in the process – we surveyed the commanding machine's exterior, marvelling at the Countach V12 neatly shoe-horned into the tight engine bay, as well as its perfectly flat glassfibre and alloy panels. The rear end is equally imposing with its huge spare wheel and sizeable rear 'sun deck', intended to carry a sheik's quartet of henchmen, where the V8 engine of the



Beefy performance in a straight line – but it all goes a bit cowpat-slidey when you hustle in bends







Thanks to Duncan Hamilton ROFGO of Hampshire for the loan of this pristine LM002. Tel: 01256 765000. Web: [www.dhrofgo.com](http://www.dhrofgo.com)







original Cheetah and LM001 prototypes were mounted. In this example, the deck is filled by a lockable storage container.

Given the LM002's vast size – measuring over 16 feet, or 4.9 metres in length – internally the vehicle has less space than your average garden shed. Though comfy, the plush leather seats are a tight fit, with room for strictly four occupants only. The footwell space is equally squeezed, with a vast centre console dominating the cabin – a characteristic shared with the later US Forces Humvee/Hummer, which clearly took a large slug of inspiration from the Lamborghini.

Once installed aloft in the 'cosy' driver's seat, two long levers fall to hand. These select four-wheel drive and the limited-slip differentials, sending 25% drive to the front and 75% to the rear. The five-speed manual gear lever is a stretch away, while the floor-mounted handbrake is completely hidden by the driver's leg.

The small leather steering wheel is shared with the contemporary Countach. The instrument-strewn

walnut dash looks classy and creates the right impression for a luxury off-roader, but the utterly confusing array of randomly-positioned Fiat-sourced warning lights, column stalks and switches (many sheathed in rubber to protect them from desert sand ingress) are a bit of a let-down, as are the abysmal ergonomics and distracting reflections from the flat windscreen and door glass.

Turn the awkwardly placed ignition key (from a Fiat 127) to wake the beast, and the pre-warmed LM002 fires up immediately with a menacing growl and gentle rocking motion. Edging out on to the open Hampshire country lanes, you immediately sense that the Lambo wants to be let off the leash; it's not happy pottering along at scenic village speeds.

Dwarfing terrified-looking oncoming drivers in their dinky little Range Rovers and Volvo XC90s ("Call that an SUV?!"), the LM behaves like it's got the local postman's Berlingo delivery van caught in a tyre tread. The Lamborghini's immense power and presence





## TECHNICAL SPECIFICATIONS

## LAMBORGHINI LM002

ENGINE:	5167cc V12
BORE X STROKE:	85.5mm x 75mm
COMPRESSION RATIO:	9.5:1
POWER:	450hp @ 6800rpm (414hp @ 6800rpm pre-1990)
TORQUE:	500Nm (369lb ft) @ 4500rpm
TRANSMISSION:	5-speed manual, four-wheel drive
BRAKES:	Ventilated 305mm discs (front), 305mm drums (rear)
TYRES:	325/65 VR17 (front), 325/65 VR17 (rear)
DIMENSIONS:	4902mm (L), 2000mm (W), 1850mm (H)
WEIGHT:	2700kg
FUEL CONSUMPTION:	7.9mpg
MAX SPEED:	121mph
0-62MPH:	7.9sec
PRICE IN 1990:	£100,500
VALUE TODAY:	£320,000

causes villagers' heads to swivel as they perhaps muse on the prospect of an out-of-town rapper or drug dealer arriving to buy up their charming dwellings and bulldoze them into oblivion to create a new live music festival venue. And as for manoeuvring in tight spaces, there's a 40-foot turning circle to contend with.

As soon as the road opens up, I do the same in the LM, with the V12 sounding like a distant thunderstorm at full chat. As the speed increases, the Lambo gets into its stride, with the slightly wayward, jittery handling and ride becoming more settled, especially on long straights. Corners can remain a challenge, though, as the weighty monster rolls on the rims of its enormous 'moon buggy' tyres.

No doubt, Lamborghini's new Urus will be a vastly superior SUV package in every area than the marque's first production 4x4. But if you have the money and space, the LM002 must rank as the ultimate millionaire's toy. Pointless? Perhaps. But pleasurable – without doubt. 🇮🇹



## THE URUS THAT NEVER WAS

Lamborghini might have returned to the super-SUV arena in 1998 with the LM003 Borneo (above). This was a project created by Zagato, with the design talent of Norihiko Harada behind its extraordinary shape.

It would have been manufactured in a joint venture between Indonesian-based Timor and Lamborghini, with the bodywork made in the Far East. Lamborghini's boss at the time, Michael Kimberley, considered three different body configurations: a four-door version like the LM002, an estate car model and an open-topped version. Ultimately, however, the plan never came to fulfilment. Zagato did construct a full-scale mock up but no working prototype was ever finished.





# Numero Uno

What you see here is the oldest Alfa Romeo still on the road, and the earliest example of the ultra-rare G1 still in existence. Of its many claims to fame, perhaps the story of its chief engineer is the most fascinating

Words: Peter Collins  
Images: RM Sotheby's & Peter Collins







**W**e all love a tale with an air of mystery, and the life of Giuseppe Merosi is full of it. If he were alive today, he would not be the sort of person who'd have a Facebook or Twitter account. The quality of his work alone seems to have been enough for him to land top jobs in the fledgling automotive and engineering industries of an Italy that was still largely an agricultural and cottage industry-based.

Merosi was part of the very fibre of Alfa Romeo in the early days. Our story starts with the short-lived Società Anonima Italiana Darracq, a firm based first in Naples and then moving to Milan in 1907. SAID assembled French Darracq vehicles but it went bust in 1909, at which moment its assets were acquired by a new group of investors. The resultant company was given the historic acronym, ALFA (Società Anonima Lombarda Fabbrica Automobili). This sounded like the Greek word 'alpha' and suggested a new dawn-like beginning and a hint of greater things to come. Giuseppe Merosi was taken on in 1909 as technical director, the post becoming official on 1 January 1910.

But where had Merosi come from? His background is shaded in mystery but thanks to Alfa historians, Fusi and Anselmi, we know that he was born in Piacenza in 1872. His father had a candle-making business and his parents were affluent enough to send him to Technical College, where he proved capable of achieving the status of 'Geometra'. We would know this position now as Surveyor and, despite his eventual rise through the automotive industry, he was forever after known by that title.

Merosi was very shy and reticent, it seems, and there are many gaps in the story of his life, but what we do know is that he joined together with a man called Vittorio Bassi to produce bicycles in Piacenza. By 1897, these were being manufactured under the fashionable and very English name of Endless.

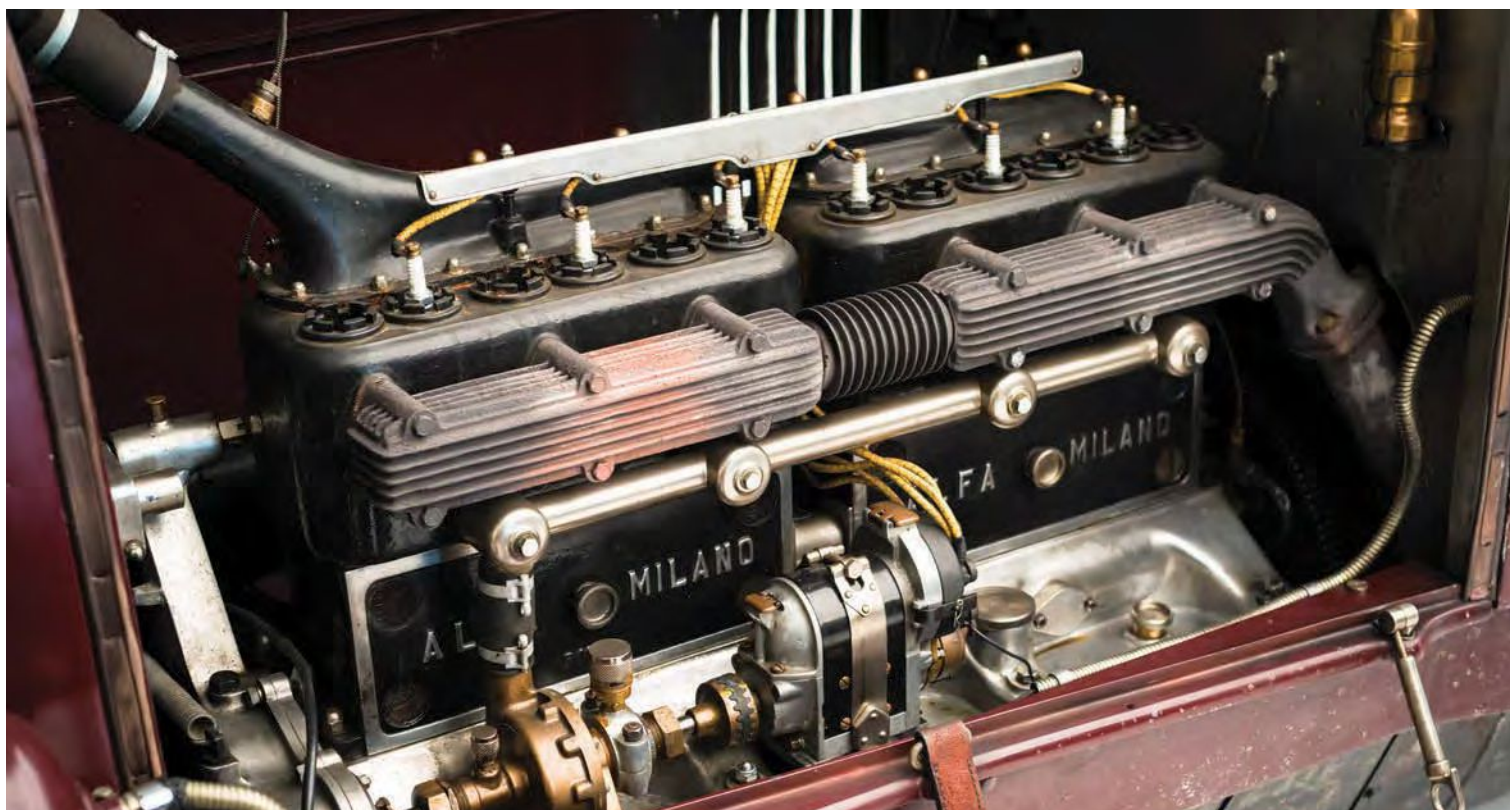
At around this time, a sewing machine and motorcycle company by the name of Orio & Marchand had moved from Milan to Piacenza and Merosi left

Endless to join this company, impressing his employers enough to become chief designer. It would appear that O&M was active in motor sports of the period, from which Giuseppe was able to gain a sound basis in the discipline. He may have been reticent, but he was obviously eager and proactive. It seems he next moved to Turin in 1905 to take up a job with Fiat, but only for a year or so because he was soon offered a position as head of the burgeoning automotive engineering department at Bianchi in Milan. Once there, he took over all responsibility for its cars including, in 1910, the introduction of Bianchi's first shaft-drive chassis. This was innovative in a world where chain-drive was the norm. Bianchi was a large and important manufacturer at this time, so it is highly likely that Giuseppe would have been well up the list of engineers that the new owners of ALFA might want to head-hunt.

And so it came to pass. From the start of 1910, Merosi assumed full responsibility for the development of the new company's future products. This also coincided with the introduction of the 'L' head (sidevalve) engine which was clearly better and more efficient than the previously popular, but archaic, 'T' head technology suited to poor petrol and reliability. Merosi's first two designs for ALFA used the new sidevalve system: a 4084cc 34HP engine and a 2413cc 12HP unit. Despite the innovations, the rest of the new models were strictly conventional. Even so, the company ventured into motor sports via a few events that helped to establish a reputation for the new marque.

Little discussed today, though, is the fact that the first real success for Merosi was in aeronautics, when one of his engines was fitted, in 1910, to a biplane built by Santoni-Franchini – both engineers whom he knew. Santoni had developed a supercharger and equipped with one of these, the plane made its first flight in September of that year. ALFA decided to stick to cars and Santoni joined the company as head of the design department under Merosi, whilst Franchini was the firm's chief test driver and competition pilot. It is said





that they planned ahead together and shared ideas. In his book, *La Mie Gioie Terribili*, Enzo Ferrari describes Merosi as “an excellent automotive technician, although he had actually studied as a building surveyor,” going on to mention that Santoni was “actually a pharmacist.”

Together, the team developed a Grand Prix car in 1914 and Merosi was at the forefront of automotive technology by designing a twin overhead camshaft layout for the engine. The DOHC technique had only been around for some 18 months but, before it could be put to the test, the First World War intervened, followed by the takeover of ALFA in June 1915 by Nicola Romeo, who immediately changed the company's priorities to the production of armaments and munitions. With nothing to design, in 1917 Merosi was sent to Naples to run another of Romeo's companies, the Ferrovie Meridionali railway works, before returning to his old job in Milan in 1918 at the cessation of hostilities.

Car production at ALFA resumed slowly with a few pre-war models produced by 1920, when Nicola Romeo added his surname to the company's title and it became Alfa Romeo officially. The first true post-war Alfa was the ES of 1921, which enjoyed some motor sport success, especially with the likes of Enzo Ferrari at the wheel, and it was from this point that Alfa's sporting credentials began to be firmly cemented.

And so to the story of our feature car, a 1921 Alfa Romeo G1, which is soon to be auctioned by RM Sotheby's at its 2018 Amelia Island sale. This is an example of Merosi's next model, which was mentioned particularly by both Enzo Ferrari and Luigi Fusi in their books. The former remembered that Giorgio Rimini of Alfa sold him a G1 without ever delivering it. After a long wait with nothing appearing, Enzo contacted Rimini and reminded him that he had paid a large deposit for it at which point the Alfa man whipped out



6.3-litre straight six offered very high performance in its day. This G1 saw action at the 2017 Goodwood Members Meeting





the signed contract for the car, which stated vaguely that it would be delivered “as soon as possible and possibly even earlier.” Enzo said he learnt a lesson that day that stayed with him for the rest of his life.

What both Fusi and Ferrari also said about the G1 was that, in the former case, “it was derived from an American car that had been brought over specially,” whilst Fusi states that “it was based on the design of both British and American cars of the time.” Peter Hull in his book on the later RL model also states that Alfa bought a Pierce-Arrow in order to investigate how it worked and how it was made; however – other than the fact that the two cars were sixes – there was precious little similar between them. Griffith Borgeson also put forward the idea that what Alfa really wanted was a detailed insight into the high quality of workmanship and finish of the American car that was afforded by the use of “machine, rather than hand, methods of manufacture.”

‘Our’ featured G1 here is one of only 52 constructed and bears the chassis number 6018. G1s could be bought as both torpedoes and limousines and were powered by a 6.3-litre straight-six sidevalve motor – the largest ever fitted to an Alfa Romeo. It developed 70hp at 2100rpm and a substantial 216lb ft of torque, driving through a four-speed gearbox – enough for a top speed of 86mph. The G1 enjoyed foot pedal controlled rear brakes with an added transmission brake operated by hand, right-hand drive and the luxury of 12-volt electrics.

This particular G1 was originally purchased by a client in Australia who, after some use, committed it to storage for 20 years until it was discovered as one of the earliest of all barn finds in the late 1940s, at which time it was hidden away again until 1965 when it was acquired by Ross Flewell-Smith who restored it in the 1970s. Since the original bodywork was no more, he contacted Luigi Fusi, the legendary Alfa Romeo employee who would later be the curator of Alfa Romeo’s museum, who offered guidance on crafting new Torpedo-style coachwork. Its picture is reproduced



in Fusi’s book, *Alfa Romeo: Tutte Le Vetture Dal 1910*.

Some 30 years later, in the 2000s, it was restored again by Neville Crichton, the head of Australia’s Alfa Romeo importer at the time. Then it was repatriated to the USA and worked on again to its current Spider Corsa form as an open-wheeled, two-seat racing car. It has won prizes twice at the Pebble Beach Concours, the last time as recently as 2013. It also took part in the 2014 Mille Miglia and in the 2017 Goodwood Members Meeting.

As the oldest running Alfa in the world and the only complete G1 in existence, this is a highly historic machine. When it is sold at the RM Sotheby’s Century of Sports Cars sale on 18-19 January in Phoenix, USA, it could well fetch over £1 million. Let us hope that the next custodian keeps it running so that we can all see why we should thank Giuseppe Merosi for being responsible for the survival of Alfa Romeo as a car producer and the forefather of the Giulia and Stelvio, amongst hundreds of others. 🇮🇹

*Focused cockpit is right-hand drive, of course. You could reach nearly 90mph at full chat in the G1*







# MIDDLE BARTON GARAGE

## FIAT AND ABARTH SPECIALISTS

ESTABLISHED 1987

### NEW eCOMMERCCE WEBSITE

[www.middlebartongarage.com](http://www.middlebartongarage.com)

Parts, Servicing, Restoration,  
Engine & Transmission Rebuilding



1967 Fiat Abarth 1000 Berlina Corsa £75,000.00. As featured in this month's AutotItalia

Middle Barton Garage, Troy, Ardley Road,  
Somerton, OX256NG

Tel ++44 (0)1869 345766 • Fax ++ 44(0)869 346581

[carsandparts@middlebartongarage.com](mailto:carsandparts@middlebartongarage.com)







# Forza Corsa

Raucous, lairy and hilarious, the Group 2 Fiat-Abarth 1000 dominated its classes in international motorsport in the 1960s. What's it like to drive today?

Words: Simon Park  
Images: Michael Ward



In a feature on another potent Abarth, some years ago, I suggested that '101 Things To Do With A Baby Fiat' still awaited an author. Since then, Big Mama herself has staked her literary claim, churning out the current 500, 595 and 695 in a bewildering number of variants and special editions. But in fact, Carlo Abarth was a dab hand at that in his day, too, and his reworkings of the 500 and 600 models were equally prolific.

He certainly wrote that other book, too – the one about squeezing unfeasible amounts of power and performance out of the Torinese toddlers which, with his moniker added, dominated the lower echelons of international motorsport throughout much of the 1960s. Should you venture into your friendly local Abarth dealer now, shopping

perhaps for one of the current 595s (and you should – they're irresistible), you will be offered a range of versions which includes a Turismo and a Competizione. Nowadays, these 'Touring' and 'Competition' epithets are ascribed, perhaps somewhat whimsically, to different versions of the same model; but 50 years ago they were joined at the hip.

Like Enzo Ferrari, Carlo Abarth was first and foremost a racer. But whilst Ferrari built distinctive, dedicated road cars merely to pay for his (generally) very different, but similarly focused, racers, Abarth's road-going models derived from Fiat's little shopping trolleys were essentially dual purpose, designed to be deployed in every conceivable motorsport discipline. Which is why the 600-based cars were labelled Turismo Competizione – until, that is, the ultimate 982cc version arrived in

1965. Although often referred to as the 1000TC, its official factory designation was now Berlina Corsa – simply, racing saloon.

In the 850TC (actually 847cc) that it replaced, the 600 engine's bore, at 62.5mm, was pretty close to the water. In the quest for a full litre, therefore, Abarth built his own blocks with thicker metal which allowed for a 65mm bore (in conjunction with a 5mm longer stroke). Its other essentials – camshaft, carburettor and so on – were unchanged, but the extra capacity took power from around 60hp to an eventual 85hp at a heady 7600rpm.

The example we have here is an archetype of the breed – an original, pukka Group 2 car from 1967. "It is believed to be a 'clienti' car", says marque guru Tony Castle-Miller, whose Middle Barton Garage is currently offering it







for sale. "Abarth used to 'lend' cars to teams based outside Italy (such as Radbourne Racing), not because he was generous but because he wanted full grids in the 850 and 1000cc classes. In order to score maximum points in the European Touring Car Championship, the classes had to be full."

Carlo had another compelling reason for fielding as many of his cars as possible: a deal he had struck with Fiat guaranteed him cash payments for all points scored for a first or second place – by factory entries or privateers. Nice work if you can get it; but this cushy arrangement was obviously of

benefit to both parties, allowing Fiat to bask in reflected glory whilst helping to keep the Austrian émigré's company afloat for a good few years.

Climb out of a modern 595 and straight into its 50-year-old ancestor (which I did) and the genetic inheritance of the current car becomes as plain as the proverbial pikestaff. The hard bark of a small, well-tuned four-potter and the womb-like interior environment are common to both – but on different scales. Reminders of how lardy new cars have become don't come any starker than this – the 600 feels like a

toy now, but it's nice and snug in here, the seat a comfortably tight fit for the average male *derrière*, the high side bolsters clamping you firmly in place around corners. The two substantial padded leg-rests – on the door and just in front of the gear lever – are a big help here, too.

Turning the key really transports you back to the (tail-)swinging Sixties. The noise makes the 2017 car's fruity, carefully nurtured exhaust sound quite polite – that anyone could do 500km around Monza, say, in one of these without serious hearing damage beggars belief. But at least you'd



# FIAT ABARTH 1000 BERLINA CORSA

Feisty 1.0-litre lump may have only 85hp but light weight gives it great pep. It's very, very loud though!



have had time to master the gearchange, which is, er, challenging. The five ratios are arranged with the top four in the 'H' (first is out on its own, bottom left) and the sideways 'throws' are *really* short.

With synchromesh on the top four, actual gear selection is excellent – crisp and clean. But getting across from one plane to the next involves luck as well as judgement. It was, therefore, quite reassuring to hear Tony admit that he, too, has had problems with this type of 'box'. "I've lost races going from first to fourth [at the start]", he admitted. "It's an original Abarth gearbox that wasn't

## TECHNICAL SPECIFICATIONS

### FIAT ABARTH 1000 BERLINA CORSA

ENGINE:	982cc 4-cyl OHV
BORE X STROKE:	65mm x 74mm
COMPRESSION RATIO:	13:1
CARBURETTOR:	Weber 36 DCD7
POWER:	85hp @ 7600rpm
TORQUE:	65lb ft (88Nm) @ 5500rpm
TRANSMISSION:	Five-speed, rear-wheel drive
SUSPENSION:	Double wishbones, telescopic dampers (f), coil springs, telescopic dampers (r)
BRAKES:	Discs all round
WHEELS:	4.50L-13
TYRES:	Yokohama A.drive 165/70 R13
WEIGHT:	583kg
MAX SPEED:	120mph







built for getting you off the line, but for doing 500km around Monza". Quite.

Once you are off the line, though, you'll get plenty of practice. No fewer than five final-drive ratios were available from the factory, ranging from a 5.4:1 hillclimb screamer to a relatively relaxed 3.9:1 for those 500km marathons. Tony is unsure which one resides here but reckons it's probably one of the ones in between. Whatever, the gearing feels low-ish, and the little four's eagerness to assail the upper reaches of the 10,000rpm rev counter (which is redline-free) means cogs need swapping frequently.

It's a properly meaty motor that really starts to pull at between four and five thou and is still delivering the goods big time at six-plus. I don't doubt it would have continued happily on upwards into the mid-sevens, where the power peaks, and probably well beyond; but I decided to take that on trust. Mustering around 145bhp per tonne, the 1000 Berlina Corsa actually feels much closer in sheer thrust to the current 595 (172bhp per tonne) than it has any right to, and it would

certainly keep the young upstart on its toes. And thanks to brake discs on all four corners, it stops as well as it goes.

Steering is nicely direct with only minimal free play around the straight-ahead, perfectly weighted and giving you good feedback about what's happening up front. That's likely to be pretty formidable understeer, exacerbated by the limited-slip diff – unless and until you lift off mid-corner, that is, when you have to be mighty quick to catch the alarmingly sudden transition to lots of the other stuff as weight transfers forwards, combined with camber change, dramatically reducing rear wheel grip. That's the other sting in the scorpion's tail – just like a baby Porsche 911.

On the track, the answer is early turn-in and pedal to the metal all the way round; but on north Oxfordshire's greasy back-doubles, that's a high-risk strategy. Mind you, one deserted roundabout did allow me to dip a toe in the water, so to speak – enough to confirm the basic principles whilst keeping it on the island (or rather, off it). While all this

stuff is going on, you tend not to notice the ride quality, which is actually not at all bad for something so focused on going round corners insanely quickly. But you'd probably appreciate it whilst notching up those 500 clicks round Monza...

A brisk drive out in one of Carlo's hot babies makes it crystal clear why they were – and indeed still are – so sought-after and so successful as racers. In their day, they could mix it with the best of the opposition – Mini-Coopers et al – and they brought home the bacon with astonishing regularity. They may no longer be as cheap as they once were – this example is priced at £75,000 – but you still get a lot of bang for your buck, to say nothing of loads of fun. They were also, of course, the inspiration behind the wonderful contemporary 595. But it is the original which retains the bragging rights – the foundation of an Abarth dynasty with a unique, *truly* iconic aura. 🇮🇹

Thanks to Middle Barton Garage. Tel: 01869 345766, Web: [www.middlebartongarage.com](http://www.middlebartongarage.com)





# EXPERIENCE MATTERS

WHEN RESTORING YOUR PRIDE & JOY



## Emblem

SPORTSCARS



- Family run business
- Latest diagnostic equipment
- Trained technicians to the highest level
- Secured nationwide collection & delivery
- Extensive model experience from 1970 to date

Sharp Road, Poole, Dorset. Tel: 01202 722247 [www.emblemsportscars.com](http://www.emblemsportscars.com)

AWARD WINNING FERRARI & MASERATI SERVICE TEAM

## *alex jupe motorsport*.co.uk



general servicing & restoration  
engine & gearbox rebuilds  
performance upgrades  
cars for sale

Alfa Romeo specialist:

- Giulia 105 series
- Giulietta / Alfetta / GTV6 / 75 / SZ
- R S Racing handling kits
- Fiat Dino Servicing / Restoration



Tel: 01243 575760 [alex@alexjupemotorsport.co.uk](mailto:alex@alexjupemotorsport.co.uk)



# Injection Of Class

When the engine in this freshly imported Dino needed a rebuild, its owner not only restored the whole car but also switched from “painful” Webers to modern fuel injection

Words: Peter Nunn  
Images: Michael Ward







**T**his is the story of a Fiat Dino coupe with a difference – about its carburetors, or rather the lack of them. You see, the exquisite Fiat Dino presented across these pages has had a transplant, of a kind, taking advantage of the wonders of modern technology.

Lift the Dino's bonnet and you'll find its engine runs not with the usual array of triple twin-choke Webers but has been converted to run on fuel injection. What's more, its owner, Doug Chandler, did almost all of the work himself, not only making the switch to injection but at the same time methodically restoring this charismatic 1971 2.4 Dino coupe piece by piece in his own garage.

Why the switch away from carbs? Very simple: to help the Dino keep its cool and run smoothly on the road, especially in heavy traffic. It's a clever solution, keeping the Dino's speed, looks and character while subtly remapping it for driving duties in 2017.

How Fiat and Ferrari came together in the mid-1960s to create the Dino is a well known story but it's worth a quick recap. Ferrari, keen to homologate a new V6 engine for Formula 2 racing, approached Fiat because Maranello didn't have the production capacity to build the necessary 500 units within 12 months. A deal was stitched together whereby the new V6 would appear in a new front-engined Fiat coupe and spider, while Ferrari would install the V6 in its seductive new mid-engined Dino.

The Fiat Dino coupe was styled by Giorgetto Giugiaro while at Bertone, and initially appeared in 2.0-litre form at the 1967 Geneva Show. But it's the later 2.4-litre version that Doug has rescued from Italy and has superbly brought back to life.

Some might question the whole idea of fuel injection. As tricky as Webers can sometimes be, many will recall (and shudder at the thought of) certain contemporary fuel injection systems. Alfa Romeo suffered with Spica injection while Triumph had a nightmare with Lucas. On the flipside, Peugeot and BMW prospered with reliable Kugelfischer mechanical systems. Doug's Dino conversion, however, uses the kind of technology that wasn't around when the Dino was new.

"We had an old Ferrari 308 which we rebuilt, and it had the same Weber downdraught 40 DCNF







carburettors as the Dino,” recalls Doug. “They’re great carbs, but they’re from a different age and I just got fed up having to adjust all these screw things. So when we bought the Fiat, we wanted something that you could plug and play, really. That was the theory. I did some research and discovered that Jenvey, a little company in the Midlands, do a lot of throttle body injection systems that are a direct fit for different types of carbs.

“So I started working it out on paper. What I didn’t want to do was drill any holes in the engine block or anything like that. We managed to do the whole thing with completely external sensors, or using adaptors for existing sensors, so that if you wanted to put it back to carburettors, you could. You wouldn’t know the difference.”

Doug always wanted a Dino because of the shape. Then, as now, the discreet elegance of that GT body, coupled with the glamour and sound of that quad cam Ferrari V6, makes for a powerful combination. The Mafia thought so too, in *The Italian Job*.

“This one was a complete basket case when we bought it in San Pellegrino, where the water comes from. We trailered it back and from Italy hoping to do a service on it, get it roadworthy and then go out and enjoy it,” says Doug.

However, it soon became clear there was a problem, and a big one. That 65-degree V6 nestling under the bonnet just didn’t sound right. Doug took the engine out and stripped it down completely, taking the block to a local engine builder. A couple of days later came the bad news: somewhere along the line, the Dino V6’s bottom end had been rebuilt with the wrong bearing caps on the block...

Deep breath. So it was an engine rebuild. Many of us would surely run up the white flag and defer to professional assistance here but Doug was keen to do the work himself. Piece by piece, the V6 was rebuilt using new high-compression pistons, water pump and valve springs. Everything was replaced apart from the cams, which were like new.

Visually, the end result under the bonnet is amazing. But how the changes work that we’re really interested in. For instance, Doug has fitted an oil radiator and a high-pressure fuel pump to help the V6 cope with the rigours of modern day life. Doug also put on twin cooling fans because, as standard, the Dino’s weedy little Fiat fan is too weak. Doug grimaces at the

thought of the Fiat’s original brake booster pump, too (“a crazy design”) – remarkably, its replacement has been sourced from an electric vehicle parts bin.

Rather than run a traditional distributor and coil, the Dino adopts modern-style coil pack ignition. At the front end, there’s a toothed wheel with one tooth missing, which is how the ‘brain’ times the ignition and starter.

And how about that fabulous looking airbox? “I had to have a new airbox made up because the original one wouldn’t fit the new trumpets on the throttle bodies,” says Doug. “It’s actually a filter from a Honda Accord. I got a local metalwork company to make up the box for me to look a bit like a 1960s Ferrari.”

Power? “We’ve got 170hp at 5000rpm on the dyno,” says Doug, “and it normally redlines at about 7000rpm. Out of the box, Fiat quoted 180hp and Ferrari said 190hp, and there’s still a lot of argument about that because it’s exactly the same engine...”

Early Dinosaurs from 1966 to 1969 were built by Fiat, the later 2.4 cars such as Doug’s were assembled by Ferrari at Maranello. However, “Much to the annoyance of Ferrari Dino owners, every single engine part is stamped Fiat because they did all the castings and it was beyond Ferrari’s capabilities at the time,” says Doug.

As well as the engine, the whole Dino has had a complete restoration from the floor up, almost all by Doug. It was away for 18 months for what turned out to be an abortive respray, so that had to be done again, while the gearbox was a specialist rebuild, as was the line boring in the engine.

You get the sense that Doug really enjoyed the challenge. Some impossible-to-find parts came all the way from a breaker’s yard in Naples. “You’d send him a photo of what you wanted, he’d send you one back showing the part he’d got.” He likens it to the philosophy of restoring a guitar, like a work of art.

So how does the fuel-injected Dino perform? “We’ve only taken it up to 5000rpm on the rolling road so far, yet the torque is absolutely flat from 2000rpm to 5000rpm. I’m hoping we can take it up to the limit and still keep it fairly flat.” More fine-tuning on the rolling road is planned. On the day of our photo shoot, the V6 wasn’t pulling quite the way it should but we can confirm it sounds fantastic.

“I wanted to maintain the noise of the engine because that 2.4 V6 is the best-sounding Ferrari engine

*What no carbs? Addition of modern injection makes the Dino fit for life in the fast lane of modern traffic*







as far as I'm concerned. Everyone said, oh, put fuel injection on it and it's going to kill the noise. But it doesn't: it's superb."

Your correspondent can vouch for that. Strapped into the Dino, it's the deliciously wuffy 2418 cc V6 that dominates proceedings, with a character that's so different to most modern day engines. Big on drama, all whirring cams, with a deeply mechanical soundtrack, the V6 feels so much stronger than its official 180-190hp output suggests. There's clearly massive top end potential here to help you accommodate that breakfast in Paris/dinner in Monaco, yet at low speeds, the V6 is so smooth, responsive and keen to rev. It's real automotive theatre.

Today, with the engine still not fully sorted, the chance to explore the upper reaches of that vocal 8000rpm range on the track is resisted. But its ability to run smoothly in gruelling M25-style traffic is right on the money.

The driving experience is boosted by the superb feel and precision of the rebuilt gearbox with its dogleg first. The pedals are close together yet the driving

position is fine. On its rebuilt suspension (2.4 models have an independent rear end) and rolling on lovely 14-inch Campagnolos (options when new), the Dino feels well planted and solid on the road. Only the vague over-centre response of the worm-and-roller steering mars the dynamic picture. Apparently, there's no real cure for that; you just have to live with it.

Despite the complete restoration and modern electronics, the Dino still needs a regular helping of TLC. "It's not like a modern car, you can't just jump into it and expect it to go without any attention," comments Doug. "You've got to change the oil every 3000 miles, do valve clearances every 6000, make sure the oil pressure is where it should be and all that stuff, because they do have a tendency to overheat as well."

And now the car's finished, how does he feel? "I really like it. When you stop at any petrol station, people will start talking about it – even people who don't know about cars – because it's such a pretty car. And it makes a great noise! I guess the fundamental reason I bought it is because I like stuff that looks nice. I'm really pleased with the way it's turned out." 🇮🇹

*Sensational red leather cabin hints at the very high standards of guitar man Doug's restoration*





A PART OF THE CELEBRATION



Merry Christmas

FERRARI PARTS SPECIALIST  
**SUPERFORMANCE**

**01992 445 300** [SUPERFORMANCE.CO.UK](http://SUPERFORMANCE.CO.UK)

CELEBRATING 34 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW





# Ferrari 250 GT Lusso

The last of the 250 line, 250 GT Lusso was overtly sporting, yet clothed in one of the most beautiful bodies Pininfarina ever designed. This might just be our favourite road-going Ferrari of all time...

Words: Keith Bluemel  
Images: RM Sotheby's





**F**errari's 250 GT Lusso was the very last model in the legendary 250 GT series in pure road car form. It made its debut at the 1962 Paris Salon and continued in production until the latter part of 1964. It could be viewed as a replacement for both the 250 GT Coupé, which had ceased production in late 1960, and the 'Lusso' street version of the 250 GT SWB Berlinetta, which was phased out of production in early 1963, as the 250 GT Lusso was coming on stream.

The masterfully elegant styling came from the pen of Pininfarina. The car won immediate acclaim for its harmonious lines and beautifully balanced proportions. It featured a front end design with a wide, low egg-crate grille, similar to that of the sibling 250 GT SWB Berlinetta, but with a more protuberant nose and an unusual three-piece bumper arrangement, which featured a curved horizontal section below the radiator grille and small vertical bumperettes cradling the side/indicator lights below the headlights. Between the side lights and the radiator grille were inbuilt circular driving/fog lights.

The bonnet featured a shallow raised centre section with a diamond mesh 'intake' with a chrome trim surround. This was actually just a styling detail, as there was no actual intake; the bonnet centre section merely needed to be raised to clear the carburettor air filter

housing. The front wing line curved over the wheelarches in a gentle arc that fell into the door panel, where it gradually faded into the flat surface. The rear wing line ran from the door shut line, skirting the base of the rear quarter glass, before falling in a sweeping curve into the recessed Kamm tail panel, which had a shallow aerodynamic lip to its upper edge, which was formed by the trailing edge of the boot lid.

The prototype of the series, chassis # 3849 GT (the car shown at the 1962 Paris Salon and also featured in the sales brochure for the model), had a small central vertical bar to the grille on the faux bonnet intake, 250 GT 2+2-style door handles, no driving/fog lights in the front panel, and separate lighting elements in the tail panel (circular reflectors, rear and indicator lights). In contrast, production cars had a plain diamond mesh to the faux bonnet intake, slimmer and more elegant door handles, and a large circular combination rear/indicator/reflector light unit on each side of the recessed tail panel. These lighting units were also used on the succeeding 275 GTB series of berlinettas. A three piece wrap around chrome plated bumper was fitted below the recessed tail panel, which had a pair of registration plate illumination lights on its lower edge. The cabin was a five-window design with very slim roof pillars, and the large







curved rear screen was at a shallow angle flowing into the boot line. The whole shape was a statement of sweeping elegance, with a hint of aggression from the competition model-derived radiator grille.

Production cars were constructed at the Scaglietti works in Modena with the chassis factory reference number 539/U. All were numbered in the odd chassis number road car sequence carrying a 'GT' suffix. During the production period of the model, a total of 350 examples were constructed in the chassis number range 3849 to 5955.

The bodies were made of steel with aluminium opening panels, and mounted on a 2400mm wheelbase tubular steel chassis. The chassis construction was along similar lines to the 250 GT SWB Berlinetta: two large oval-section longitudinal members with cross-bracing, but with the engine mounted further forward in the frame to increase cabin space, and like their stablemates, they were available in right-hand or left-hand drive form.

Similarly the mechanical components, like suspension, brakes, and steering were to a similar specification to the 250 GT SWB – that is to say, the suspension was independent by coil springs and wishbones at the front, with a rigid rear end featuring semi-elliptic leaf springs and radius arms to locate the axle, and hydraulic shock absorbers all round. Four-wheel Dunlop disc brakes were fitted, with separate callipers to the rear discs for the cable-operated handbrake.

However, as the last of the 250 GT line, it took advantage of two notable rear suspension upgrades from the 250 GTO racer: a Watts linkage and concentric springs around the shock absorbers. These additions endowed the Lusso with exceptionally delicate handling and sure-footedness by Ferrari road car standards.

The engine was a derivation of the single overhead camshaft per bank 3.0-litre V12 Colombo 'short' block unit (factory type reference 168/U) with the outside-



## TECHNICAL SPECIFICATIONS

### FERRARI 250 GT LUSSO

ENGINE:	2953cc V12-cyl all-alloy SOHC per bank
BORE X STROKE:	73mm x 58.8mm
COMPRESSION RATIO:	9.2:1
FUEL SYSTEM:	Three Weber 36 DCS carbs
POWER:	240hp @ 7500rpm
TORQUE:	215lb ft (292Nm) @ 5500rpm
TRANSMISSION:	Four-speed manual, rear-wheel drive
FRONT SUSPENSION:	Wishbones, coil springs, telescopic dampers
REAR SUSPENSION:	Live axle, radius arms, semi-elliptic springs, co-axial coil springs and telescopic dampers
BRAKES:	Discs front and rear
TYRES:	185 x 15
DIMENSIONS:	4410mm (L), 1750mm (W), 1290m (H)
WEIGHT (DRY):	1020kg
TOP SPEED:	149mph
0-62MPH:	7.5 secs





# FERRARI 250 GT LUSSO



*All the benefits of the 250 V12 engine - as well as rear suspension tweaks borrowed from the 250 GTO*







### SAMPLE AUCTION RESULTS (2017)

- 1964 250 GT Lusso.**  
Brown with beige interior, £1.24 million
- 1964 250 GT Lusso.**  
Black with red interior, £1.77 million

the-vee spark plug design. With a bore of 73mm and a 58.8mm and stroke, it had a capacity of 2953cc. It was fitted with a bank of three twin-choke Weber 36 DCS carburettors, with a twin coil and rear-of-engine-mounted distributors ignition system, to produce a claimed 240bhp. The engine was coupled to a four-speed all-synchromesh gearbox, with final drive through a propshaft to the rigid rear axle, for which

two alternative ratios were available.

The interior was trimmed in leather with a pair of deep bucket seats for the two occupants, behind which there was a luggage platform with leather straps, featuring a diamond quilted covering, which finished at the top of the vertical panel where it met the rear parcel shelf. The instrument layout was unusual in that the two main dials, the speedometer and the rev counter, were housed in a pair of large circular binnacles which protruded from the top centre of the dashboard, and were angled towards the driver. Supplementary gauges were placed in a horizontal panel directly in front of the elegant wood-rimmed aluminium steering wheel.

*Unusual dashboard layout sees the speedometer and rev counter placed in the centre, angled at the driver*



### SPECIAL BODIES & RACERS

In 1963 a 250 GTO, chassis # 4713 GT, was constructed with an all-aluminium body based on the 250 GT Lusso's styling, albeit with a GTO-style nose section and a more pronounced rear spoiler. Four 330 LM berlinettas were built in a similar form during the same year.

Also in 1963, Battista Pininfarina had a special example built for himself on chassis # 4335 GT, which initially featured some subtle differences, like rectangular lever door handles, no quarter-light on the driver's door, driving lights in the front panel, tapering bonnet bulge with no faux intake, and a more pronounced lip to the Kamm tail. In the middle of 1963, this car was provided with a modified front end which was very similar to the upcoming 500 Superfast model, albeit with 400 SA-style wrap-around quarter-bumpers with vertical overrides. The headlights were recessed in the wings under Plexiglas covers, and





# Maranello

## CLASSIC PARTS

THE **ONLY** AUTHORISED WORLDWIDE FERRARI CLASSIC PARTS DISTRIBUTOR

- More than **35,000**, and still increasing product lines in stock
- **Unrivalled knowledge and experience** in identifying your parts requirements
- Over **£38 million** of parts inventory and detailed information for over **385,000** lines
- **Licensed** to remanufacture a huge range of parts for older models
- **We buy** old genuine stock - contact us for details
- We will **price match** on all genuine Ferrari parts
- Parts for road cars from **1950** to the supercars of today
- Delivery **anywhere** in the world

☎ +44 (0) 1784 559102 ✉ [parts@ferrariparts.co.uk](mailto:parts@ferrariparts.co.uk) 🌐 [www.ferrariparts.co.uk](http://www.ferrariparts.co.uk)

📘 @Maranelloclassicparts 📷 @Maranelloclassicparts 🐦 @Maranelloparts

**PRESERVING THE PAST, PRESENT & FUTURE.**







small flush-mounted horizontal oval side/indicator lights were provided between the headlights and quarter-bumpers. The dash layout on this car was more conventional, with the pair of main instrument pods for the speedometer and rev counter mounted directly in front of the driver, as they had been on the Paris Salon prototype.

A further example, chassis # 4385 GT, was provided with special features at the request of the client, who had originally wanted a 250 GTO. The changes included a GTO-style nose section incorporating covered headlights, a six-carburettor set-up with open intake trumpets and high-lift camshafts.

Although the 250 GT Lusso was designed and built as a supremely elegant high performance road car, some owners did take them into competition. The model made appearances in the famous Sicilian road race, the Targa Florio, in 1964 and 1965, finishing 13th overall in the former year, while one achieved the same result in the Tour de France Auto in the same year.

### BLU SERA BABY

The fabulous example featured on these pages is chassis #5537 GT, the 275th of 350 built. It's a US market car, which differs from European market cars slightly with its full red rear lights (instead of orange

indicator light sections) to comply with US legislation at the time. Fortunately this was the full extent of any changes for the US market at that time – it wasn't until a few years later that the performance of American Ferraris became stilted as they were forced to fit anti-smog equipment. In consequence, the US GT Lusso has performance equal to its European market counterparts.

It is understood to have been supplied originally in white with a red leather interior, a rather stark contrast. White tends to hide the elegance of the lines, so it's no surprise that at some stage in its life it was repainted in 'resale red'. When it was restored in 2010-2013, the then owner chose a period-correct, factory-available colour for the model, 'Blu Sera' (which translates as 'Evening Blue'), which really enhances the contours of the coachwork. At the same time, the interior was reupholstered in beige leather, producing a rich combination of elegance and luxury. At the same time, all mechanical components were detailed to concours standards, and with less than 200 miles recorded since completion of the restoration, it very much presents to the highest standard. It will be offered by RM Sotheby's at its Scottsdale auction in Arizona in January 2018 with an estimate of £1.35 to £1.65 million. 🇮🇹





**Rardley Motors**  
FERRARI · SPECIALIST

Experience the Experience  
Sales, Service & Restoration  
Call Mike Wheeler on 01428 606616



"Probably and proudly, the smallest but longest established  
Ferrari specialist in the UK"



**1983 Ferrari 512 BBi**  
One of just two blue examples from  
the 42 officially imported. Total and  
fantastic history from new. £299,990



**2001 Ferrari 360 Modena manual**  
Red with black. Two owners/10,000  
miles. FOC class winner  
£99,990



**2000 Ferrari 456 M GTA automatic**  
One of just 139 UK cars officially  
imported. (More required)  
£59,990



**1988 Ferrari 328 GTS**  
One owner. 8,000 miles  
Total specification.  
£129,990

View ALL our current stock at [rardleymotors.com](http://rardleymotors.com)

# AUTO ITALIA 2018 EVENTS

ITALIAN CAR DAY BROOKLANDS  
MAY 5TH  
'SUPERCAR SUNDAY' BROOKLANDS  
JULY 29TH  
'AUTUMN MOTORSPORT FESTIVAL'  
BROOKLANDS  
OCTOBER 14TH



# Foskers

The UK's oldest independent Ferrari specialist

@FOSKERS   
FOSKERSFERRARI   
@FOSKERS

THINKING OF SELLING YOUR FERRARI? WE ALWAYS REQUIRE TOP QUALITY USED FERRARI



**Ferrari 575 Superamerica** Please call  
11,800 kms from new, one of only 57.



**Ferrari California 2010** £92,995  
First Ferrari to feature a 7-speed dual-clutch.



**Ferrari 330 GT2+2** Please call  
One of 35 MK11 RHD.



**Ferrari 612 HGTC** £89,995  
Elegant and powerful, Exceptional condition.



**Ferrari 458 Italia 2012** £174,995  
5,800 miles, full main dealer service history.



**Ferrari 365 GT2+2 1969** Please call  
Grand Tourer. Ferrari Classiche certification.

EMAIL: [info@foskers.com](mailto:info@foskers.com) SALES: +44 (0)1474 874555 WORKSHOP: +44 (0)1474 874777

## FOSKERS.COM



# Ferrari Racing Days

All the action from the Prancing Horses at Silverstone Grand Prix Circuit

Words by Peter Collins  
Images by Peter Collins and Michael Ward



**F**errari Racing Days is the title given to exclusive Ferrari events, one each held in several different countries throughout the world, where various racing championships for current Ferraris reach their climax. The overall winner is decided in races at a 'Finals' year-end meeting.

There are four constituent parts to these weekends. In no particular order, they are demonstrations of Grand Prix Ferraris from

the last 20 years, demonstrations of FXX cars (more on that later), national clubs and private owners' displays of road Ferraris on the track, and Ferrari championship race rounds. Two championships run concurrently throughout the season under the heading of Ferrari Challenge for 488 Challenge cars. These are the Trofeo Pirelli, which also includes the 458 Challenge EVO, a separate class for these cars and the Coppa Shell.

After a brief free practice first thing in the

morning, the early grey clouds and cold were effectively chased away by the very lucky Corse Clienti participants in their Grand Prix cars dating back to the fabulous Michael Schumacher era. These were enough, on their own, to 'blow the blues away' – it was with great self-indulgence that we listened to the distinctive scream of F2002 V10s rising and falling all the way round the circuit. There was also an F2003-GA, plus an F2008. It was interesting to be able to





compare the trademark scream of the earlier machine with the slightly deeper, gruffer V8 noises of more recent cars.

Then it was the turn of the XX Programme cars to enjoy two separate back-to-back hours on the track. This programme was started back in 2005 with the highly developed Enzo FXX car with 6.3 litres and 820hp. This was followed by the front-engined Fiorano-based 599XX which delivers 700hp and incorporates fans which suck air

from the fairings underneath the car and expel it out from the rear, thus creating a ground-effect – shades of the 1978 Brabham GP car and Chaparral 2J. The latest weapon to emerge from the XX armoury debuted at the end of the 2014 season and is based on the LaFerrari, complete with KERS assist from an electric motor. It's titled the FXX K and delivers 1050hp, with 860hp from the internal combustion engine and a supplementary 190hp from the electric

motor. This was the first time these cars had been seen at Silverstone.

Clients and participants of this programme get to be part of Ferrari's test and development team and are often called to be involved in exclusive sessions well away from the public's gaze, but here at Silverstone they were out, not only enjoying themselves, but demonstrating these magnificent machines on the Grand Prix Circuit.

These Racing Days are also a chance for





various national Ferrari Clubs to get together and for owners to display their cars and take them out on to the track. A long stream of Prancing Horse models were led by a LaFerrari and covered pretty well all the models to have emerged from the hallowed portals on the Abetone Road in Maranello over the last 20 years or so, with the added odd example from earlier eras. On show in the paddock were the LaFerrari Aperta and the latest 812 Superfast, amongst the rest of the current Ferrari line-up.

Last, but certainly not least, the combatants taking part in the Trofeo Pirelli and Coppa Shell races took to the track. In the Pirelli race on Saturday, the lead was close-fought with winners being Daniele Di Amato from Philipp Baron, with Chris Froggat taking Pirelli Am. Henry Hassid was followed in by Johnny Laursen in the Coppa Shell with Manuela Gostner taking the Ladies Cup. On Sunday, the Pirelli winner was Philipp Baron with Froggat again in Am. The Coppa Shell was a Hassid benefit once again, with the runner-up Erich Prinoth, whilst Gostner took the Ladies prize again after an aggressive drive. 🇮🇹





# A PART OF THE PASSION



## FERRARI PARTS SPECIALIST **SUPERFORMANCE**

**01992 445 300** [SUPERFORMANCE.CO.UK](http://SUPERFORMANCE.CO.UK)

CELEBRATING **34** YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW





# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## Gran Premio Nuvolari

A superb memorial run through some fabulous roads, starting at Tazio Nuvolari's home town of Mantova

Words & images: Peter Collins

**T**azio Nuvolari, the man who many still consider to be the greatest racing driver the world has ever seen, sadly died on 11 August 1953 and was mourned throughout Italy, if not the world. As a means of continuing his memory, the organisers of the Mille Miglia in Brescia decided that a special prize in his name should be awarded to those who completed the section from Cremona to Brescia through Tazio's home town of Mantova, the fastest. They even altered the route of

the Mille Miglia specially to pass through the city. These roads crossed the flat Po Valley and were mostly straight. Thus, from 1954 until the demise of the event in 1957, it was possible to see the actual speeds achieved by the top three cars as they travelled over those last 135km.

And they were staggering. 1954's winner Ascari, in a Lancia D24, took just over 44 minutes, equating to an average speed of 112mph. This was totally eclipsed in 1955 by Stirling Moss with 39 minutes 54

*Ferrari 750 Monza of Tabacchi and Daganello in the thunderstorms (below); drier for Lancia Paganelli Sport (opposite page bottom)*





seconds (123.4mph). An often-overlooked statistic is that this was bettered, in 1957, by Olivier Gendebien's 39 minutes 43 seconds (123.9mph) – and that was in a GT car (the factory breathed-on 250 GT Tour de France)! These figures still leave one reeling, especially considering how narrow and in what a dire state the roads were at that time.

Today, of course, such speeds will never be repeated, but Gran Premio Nuvolari has been resurrected as a round of the FIA Regularity Championship. Superbly organised by the Automobile Club Mantova and Museo Nuvolari, a huge entry of well over 300 cars took the start this year in Centro Storico Mantova. From there, the three-day, 1000km event headed south to Modena, where a few of the 85 regularity tests were held at the race circuit.

The route then turned east heading through the dense traffic and urban areas towards the south of Bologna, when at last open countryside and roads were reached and the foothills of the Apennines beckoned for a few tests before heading to the finish of the first day at Rimini.

Saturday was the longest day: a 439km run through the Umbrian hills to Siena via Arezzo and returning via a different route. Whilst Friday had been warm and dry, the sky was black and low, obscuring the hilltops, and the rain was torrential at times. The clouds eventually lifted and a dry run back to Rimini allowed some respite for those who had become totally drenched during the morning. Throughout the day, there were regularity sections, often cleverly located on quiet bypassed original roads to give a period feel.

Starting out from Rimini on Sunday morning, the 282km run to the finish in Mantova went via Forlì and Ferrara over much of the Mille Miglia route in the reverse direction. Large crowds turned out to watch the wonderful cavalcade pass through – which could take over three hours from first car to last.

The entry was run in chronological order with the oldest cars first, led by the OM 665 Superba of M & M Hanning. A huge variety of makes and models followed: Alfa Romeo, Fiat, Ferrari, Maserati and Lancia and many more.

The low cloud, torrential rain and thunderstorms through the Umbrian hills presented a serious challenge to those brave enough to continue without weather equipment of any sort. The adventurous pairing of E Tabacchi and N Deganello in their Ferrari 750 Monza enjoyed the relief of short, straight pieces of road south of Urbino and remained soaked but cheerful throughout, whereas Miki Biasion had the luxury of a roof as he drove his gorgeous white Alfa 1900 Super Sprint Coupe.

Quality was to be seen throughout the list of participants. FCA Heritage brought a lovely Lancia Aurelia B20 crewed by Roberto Giolito and ex-Fiat Rally and Ferrari Grand Prix team manager, Daniele Audetto. With a 1972 cut-off point, the scope of the entry was huge and virtually the last, but certainly not least, car was the Fiat 124 Abarth Spider of W Fessl and W Artacker.

It was all a worthy tribute to the man in the yellow jersey and certainly not humbled by the current Mille Miglia which seems to be the event against which all others of this type are judged and which it mirrors in so many ways.





# TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET

**MICHAEL WARD**

**ALFA ROMO MITO 170  
CLOVERLEAF**

**W**e had always wanted another Mito, having previously owned two versions: a 1.6 Lusso and a 1.3 JTDm Veloce. Both cars were superb and ran without any major issues, as well as being great to drive.

However, as most of the trips in the *Auto Italia* household are done in the trusty but unexciting Doblo or the fun and frugal Panda, it was time to satisfy the inner petrolhead and get a petrol turbo Mito as our next car.

That sounds fairly straightforward but when you add in several exacting criteria, the choices soon narrow. We wanted a Tornado blue, Mito 1.4 TB with 18-inch alloys, Blue&Me and no leather.

I put the feelers out with friends in the trade but pickings were slim. I even went to an Alfa main dealership – what a waste of time that was.



With a budget of around £7.5k they tried to get me in a 27k Mito diesel. No thanks!

We finally turned to that well known (but usually irritating) online auction site to see what kind of junk was on offer.

As luck would have it, a Tornado blue 2012 Mito Cloverleaf popped up. It was the exact spec with low mileage and looked the part. One major

problem: it was in Stoke-on-Trent. Now I don't have an issue with Stoke, it's just that we live in Bedfordshire.

After a moment of headscratching, rail tickets were bought and we found ourselves Northbound at Milton Keynes train station the next day.

Arriving at the car lot in Stoke, it was clear that the Mito ("the

purple one," as they described it) hadn't been moved for a few days. Dusty, with rusty discs and speckled with bird droppings, the car looked a tad sorry for itself.

Anyway it was wrangled off the forecourt and we found ourselves up the dual carriageway on the test drive. I have driven countless Mitos on launches, tests and of

course my own cars so I know how they drive and what to look for.

This one was almost perfect. A couple of bodywork dings, no sign of a cambelt service (even though it was five years old) and a grumbling rear bearing were all I could find.

It was slightly above our budget but it ticked the boxes so we bought it and drove it home.







The very next day, we then drove it to North Devon to join the Editor for a photoshoot with the Giulia Veloce he had on test. Quite a baptism of miles but the car ate them up and performed impeccably.

Because I don't actually trust the service histories on second-hand cars, I booked the car in with Jamie Porter's Alfaworkshop for a full service, cambelt, bearing change and inspection.

Start/Stop wasn't working but that may have been due to the battery being old – no real issue as Start/Stop is a pain anyway.

Having driven the car now for a few months, and as winter is not the time to have a weak battery, we had a new OE battery and all four tyres replaced with Pirelli P Zeros at Torque Automotive in Bedford.

## PHIL WARD

### ALFA ROMEO GT 3.2 V6

When Alfa Romeo decided to abandon the legendary Busso V6 and follow the GM route with the new 159, it

unwittingly entered a blind alley. While the 159 was a handsome machine, it lacked Italian brio in the engine department. This essential ingredient did not reappear until the Giulia QV arrived, save for a brief flirtation with the 159's excellent Italian 1.8 TBi, a case of little too late. In the meantime many 156 owners defected to BMW and Audi for their V6 fix.

I have owned several petrol and diesel versions of the 156 and eventually became hooked on the V6s, Sportwagons in particular. What a great driver's car they are. The sweet 2.5 V6 mated to the 6-speed gearbox is a sheer delight, the handling is nimble and the ride is comfortable on 16-inch wheels. So why change to a GT?

The supply of low-mileage V6 Sportwagons has gradually diminished. There are still some saloons about but most of them seem to be the late-registered Australian or Malaysian imports, and either the less attractive Q-System or Selespeed versions. Given that they are mostly 2002/03 cars registered in or after 2006 they are penalised by exorbitant road tax,

currently £535. Not fair!

The V6 Sportwagons look dated now and the UK didn't receive the facelifted version, the model being dropped from the range in 2003. I believe that other markets had facelifted V6s; I know they were sold in South Africa and there are rumours of one example in Ireland.

So, having piled on a good number of glorious miles in my Sportwagon, it's time to pass it on while it is still in good condition. What to replace it with? Being hooked on the Busso V6, the choices would have to be a 156 GTA, 147 GTA, 166 TI, GTV 3.0-litre or GT 3.2. I need rear space so the GTV

was out. The 166 TI has always been rare and they seldom come up for sale, the owners preferring to hang on to them – and why not! The 156 GTA is expensive and there are some hard-used cars about, and with well over 100k miles on them. The 147 is too harsh and wayward for my tastes. So I opted for a GT.

There are still some GTs around with low mileage, although they justifiably carry a price premium, but not as high as a GTA. It had to be a 2005 car to avoid the tax hike and preferably bright blue metallic. This is a rare colour and when one came up on eBay it looked promising. However,

research revealed that it had had a top end rebuild because it had snapped the cambelt and the MOT history (available on line at [www.gov.uk](http://www.gov.uk)) showed lots of advisories. Clearly the owner was not paying attention to the servicing.

I eventually found this red car on PistonHeads. It had decent mileage and a superb service history, with both cambelt and clutch recently replaced. As a bonus it has new GTA wheels with Pirelli P Zeros, which suit the car very well. I am still 'bonding' with the car and have not yet covered many miles. On face value it drives very well and appears to have been very well looked after. Time will tell.







# COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

# Magic Mistral

Rarity and exceptional beauty have made the Mistral a highly sought-after collector car. But what lies underneath, and what should you pay for one today?

Story by Andy Heywood  
Images by Michael Ward







**W**hile the 3500GT series had been very successful for Maserati, by 1963 the car was six years old and with styling that was firmly set in the 1950s, so Maserati started work on its successor. To complement the 3500 with bodywork by Touring, it had in 1962 launched the GTIS, known universally almost from the outset as the Sebring. This car was supposed to be viewed as a sportier version of the GT, with a shorter chassis and more nimble handling. However ultimately it was heavier, with its all-steel Vignale body, in contrast to the 'Superleggera' or 'superlight' aluminium body of the Touring Coupe. For its next car, Maserati decided to combine the two assets of light aluminium bodywork and short wheelbase chassis.

Giulio Alfieri, Maserati's chief engineer, was a great admirer of the work of stylist Pietro Frua and the two men developed a close working

relationship. Frua had worked for Maserati before, of course, designing coupes and Spyderys for the A6G series, but this time Alfieri was talking about mass production and not of one car but two.

During 1963, Maserati and Frua produced prototypes for both of these new cars. One was the four-door Quattroporte, the other a two-door, two-seater coupe, called Due Posti, or 'two seater'. They say that everything sounds better in Italian – including Quattroporte – but Maserati salesmen the world over must have raised an eyebrow at 'Due Posti'. There is in my mind a tenuous link to Maserati racing legend, in that single-seaters were monoposto and two-seater sports cars due posti, but even so.

What happened next depends on which source you believe. In his 2003 work on Maserati, Maurizio Tabucchi claims that Pietro Frua suggested to Alfieri that Maserati should adopt the names of winds, which would give a hint of the exotic and an illusion of speed,

and that Mistral would be a suitable one instead of Due Posti. Others claim that the French Maserati importer, Colonel John Simone, suggested the Mistral name (it is a French wind after all). I suspect the latter story is more likely.

There is an irony here, though, as John Simone was later to die in a road accident while at the wheel of a Maserati Mistral.

With the name changed (though the brochure still resolutely stuck to Due Posti as well as Mistral), the prototype was shown in November 1963 at the Turin Motor Show and production started in early 1964.

The Mistral chassis represented a departure for Maserati, being built of square instead of traditional oval tube in order to save weight. The body was made entirely of aluminium and Frua's design was as modern as it was beautiful, with flowing curves and a fastback coupe rear. It remains one of his finest pieces of work and one that he himself copied on more than one







occasion, most notably with the AC 428.

While Frua had a workshop and was capable of manufacturing on a small scale, Alfieri and Maserati had greater ambitions and therefore needed to find coachbuilders with greater capacity. Having already contracted Vignale to make the bodies for the Quattroporte, they looked further afield to find a suitable contractor to build the Mistral. In the end, they settled on Maggiore in Turin to build the bodies, which were then returned to Modena to be trimmed at Officine Padane before arriving at the Maserati factory for mechanical assembly and completion.

The engine for the Mistral was the straight-six twin-cam unit that had been the mainstay of Maserati production since the launch of the 3500GT. It had evolved in detail over the years, most notably with the addition of Lucas mechanical fuel injection, and for the Mistral it had a slightly larger 3.7-litre capacity by means of increasing the stroke. Output was quoted as 245hp at 5500rpm and maximum speed was 150mph.

Following Maserati tradition, the gearbox was a five-speed ZF unit fitted behind the engine, with a Salisbury live axle at the rear. On the prototype, the rear suspension used coil springs and a Watts linkage but for production this soon reverted to simpler semi-elliptic leaves. Interestingly, the chassis brackets for

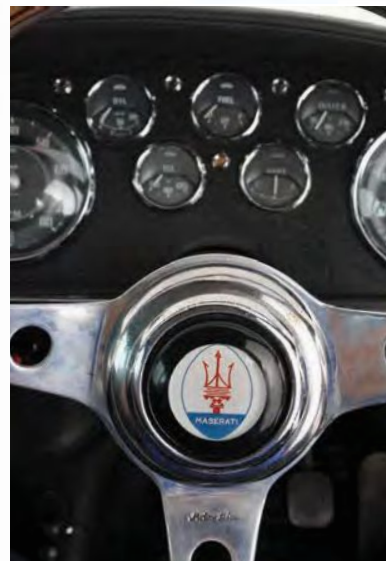
the Watts linkage can be viewed on early cars even though they were never used. The front suspension used a version of the Alford and Alder double-wishbone system that was again carried over from the 3500GT and with a Burman recirculating ball steering box.

The interior of the Mistral offered a much more up-to-date experience. The angle of the steering wheel, which was now adjustable for reach, as well as the more sumptuous seats and panoramic dashboard, immediately gave the impression that this was a thoroughly modern machine.

During 1964, with the Coupe now on the market, Maserati asked Frua to design a convertible version. In order to achieve this, Coupe chassis were removed from the production line and new rear bodywork was fitted, made of steel. This very unusual move means that, at the base of the sills, the Mistral Spyder body has a riveted joint where the aluminium front and the steel rear meet. In addition, to make room for the hood in its lowered position, the inner wheelarches at the rear were roughly beaten inwards, giving a roughness to the detail which confounds restorers to this day. It was a year after the Coupe that the Spyder was launched.

Mechanically, the Spyder was similar to the Coupe, though initially offered with the original 3.5-litre engine





## TYPICAL PRICES

	Project	Average	Excellent	Concours
Coupe	£70,000	£100,000	£200,000	£250,000
Spyder	£250,000	£400,000	£600,000	£700,000

capacity. It appears from the chassis numbering system that quite a few 3.5-litre versions of the Spyder were made but current thinking from Maserati is that they were almost all 3.7-litre.

In 1966, the Mistral underwent some revisions mechanically. The engine size was uprated to 4.0 litres by means of an increase in bore as well as stroke and the cylinder head used larger inlet valves to make the most of this increase in capacity. Output rose by a modest 10hp but torque increased considerably. This was to be the final revision of this glorious engine and Alfieri took the opportunity to address one of its few criticisms. The original design used a fixed intermediate gear, set above the crankshaft, which in turn drove the timing chain to the camshafts. The use of a gear was in some ways unnecessary and something of a throwback to the racing gear drives of his past. On the road it created a distinctive clacking noise, especially when cold. For the 4.0-litre, he modified the gear to include an external bracket, which could be used to adjust the mesh of the gear to quieten it. In truth, it only partially worked but it is a great way to spot a 4.0-litre engine.

During this round of revisions, the ZF gearbox was updated from the S5-17 version to the new S5-20, which while still a five-speed unit, had much improved







change quality. It was easy to distinguish from the earlier one because the lever now protruded centrally rather than on the left side of the box. In addition, new wheels were offered to make the most of more modern tyre sizes. Early cars had 16-inch Borrani wire wheels using 185-section tyres (the same as the 3500GT). Later 4.0-litre cars used 15-inch Borrani wires which were wider to go with 205-section Pirelli CN72s. The brakes, which were Girling discs all round, were changed in detail to fit the smaller wheel diameter. Finally, the dashboard instruments were updated from Jaeger mechanical type to Smiths electronic, similar to those fitted in the Quattroporte.

The Mistral continued in production throughout the 1960s. While the total output of 828 Coupes and 120 Spydres may not sound too impressive, this has to be taken in the context of Maserati's prodigious other output during those glory years. By 1968 it was offering the newer Ghibli, Mexico and Indy as well as the traditional Quattroporte, Sebring and Mistral. It took the arrival of Citroen management to point out the economics of making too many different models and production promptly finished in mid-1969. Even at the end it was still possible to buy a 3.7-litre or 4.0-litre engine with either Coupe or Spyder. There was an alloy wheel option (similar in style to the Ghibli's) and

a hardtop available for the Spyder. This was Maserati at its most diverse.

### DRIVING IMPRESSIONS

The dominating factor when first driving a Mistral is the fuel injection system. It has a cold start choke lever which must be slid fully open. Turn on the ignition and the fuel pump (mounted in the right-hand inner front wing) wheezes and buzzes, priming the system. Crank without pumping the throttle and it will start almost immediately. But then the work starts, reducing the amount of choke gradually to stop the engine over-fuelling while still keeping it running. This requires patience; these would make terrible getaway cars as it is not easy to drive away until the choke is fully off. It is true that this system had its problems when new and many cars were converted to a bank of DCOE Webers in period. This is a great shame as the injection system offers more power and flexibility than carburettors and with a little help from modern technology, can be made completely reliable.

Once warmed a little, the driving experience is then easy. While Mistrals aren't as light in feel as you might expect, they can be hustled along country lanes in a spirited way. The steering on earlier cars is light and easy but the combination of wider tyres with smaller



# MASERATI MISTRAL COLLECTORS' GUIDE



## TECHNICAL SPECIFICATIONS

### MASERATI MISTRAL

ENGINE:	Six-cylinder DOHC
CAPACITY:	3692cc / 4014cc
BORE X STROKE:	86mm x 106mm / 88mm x 110mm
COMPRESSION RATIO:	8.6:1 / 8.8:1
FUEL SYSTEM:	Lucas mechanical injection
POWER:	245hp @ 5500rpm / 255hp @ 5500rpm
TORQUE:	259lb ft @ 4000rpm / 283lb ft @ 4000rpm
TRANSMISSION:	Five-speed ZF manual, rear-wheel drive
SUSPENSION:	Independent, coil springs, telescopic dampers, anti-roll bar (front); live axle, semi-elliptic leaf springs, telescopic dampers, anti-roll bar (rear)
BRAKES:	Girling hydraulic discs all round
STEERING:	Recirculating ball
WHEELS:	Borrani wires 6x16 (fr) 6.5x15 (r)
TYRES:	185 x 16 (fr) 205 x 15 (r)
KERB WEIGHT:	1300kg
0-62MPH:	7.5sec / 7.2sec
MAX SPEED:	150mph / 158mph

steering wheels on later ones means that the effort required at parking speeds is high. There was never a power assistance option. The brakes are twin-circuit and servo-assisted and powerful in use.

Maserati's DNA is refined high-speed touring, and Mistral's are no exception. Although there was a choice of axle ratio when new, the gearing is always quite high and motorway cruising is effortless. At higher speeds, the engine hums contentedly and the steering feels relaxed. This is definitely a car you could drive all day.

There is little difference on paper in terms of performance between the 3.7 and 4.0-litre cars, but on the road the 4.0-litre feels far quicker with its huge reserves of torque. This was never a high-revving engine but there is no need to go even close to the 5500rpm limit and yet still make very brisk progress.

Surprisingly, there is little difference in feel when driving the Spyder. Manufacturers of new convertibles could learn something from Alfieri and Frua as there is very little scuttle shake. The only downsides of the Spyder are that rear visibility is affected with the hood raised and there is an inevitable increase in wind noise.

### COST AND VALUE ANALYSIS

In 1965, a Mistral Coupe like the featured car cost £5300 in the UK. This was a staggering amount of

money at the time and predictably only 23 cars were sold here. The Spyder fared better proportionately, with 13 cars finding UK buyers. This means that the Mistral was always extremely rare with the choice of cars for sale very limited.

Being such an obscurity, even by Maserati standards, meant that there was also very little demand and they soon descended into the exotic car poverty trap where proper restoration was prohibitive because of low values when finished. Quite a few spent the 1970s and early 1980s locked away in garages – too beautiful to scrap, too expensive to restore – but as with the whole classic car market, the late 1980s boom provided some respite from this downward spiral. Coupes rose to the heady heights of £60,000 and one particular Spyder sold at auction for a record price of £208,000 in 1989. At that time, of the three Maserati Spyders (3500GT, Mistral and Ghibli), the Mistral was the most valuable, but today it is the least.

Throughout the world, garage doors were opened and Mistral projects were wheeled out to begin restorations. The enormous difference in value between Coupe and Spyder created a demand for coachbuilders to chop Coupe roofs, especially if a full restoration was planned anyway. Because of the way the Spyder was built in the first place, it is





possible to convert a coupe completely accurately and these cars can be at least as good as an original. The only difference is their value, with conversions trailing the values of original Spydres by around 25 per cent. It is easy to tell because the chassis number of a genuine Spyder will be an odd number, whereas that of a Coupe is even.

Of course, no sooner had this market established itself than it crashed. I watched as one particular Spyder changed hands half a dozen times in the early 1990s, each time for tens of thousands less than the time before. By the end it was £27,000.

Throughout the

world, restorations stopped and Mistrals were wheeled back into garages. It took another decade for the market to re-establish itself and restorers to be given the opportunity to bring these cars back to their former glory. Spydres recovered first, along with the converted cars, but Coupe restorations to a high standard are still rare. However, steady increases in values have been seen for the last few years. Today a 4.0-litre original Spyder could make £700,000 in excellent condition and a Coupe £250,000. The 4.0-litre is slightly more desirable to most and commands a 10 per cent premium over the smaller engine. But

condition is paramount as a derelict coupe will still cost every penny of that value to restore properly. 🇮🇹

*Frua's design has aged gracefully. Only 23 right-hand drive coupes were made, making this one of the rarest Maseratis of all*





# MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE  
TRADITIONAL CRAFT**

[MCGRATHMASERATI.CO.UK](http://MCGRATHMASERATI.CO.UK)



## CLUBS



**Alfa Romeo Owners Club**  
*'Serving Alfa enthusiasts since 1964'*  
[www.aroc-uk.com](http://www.aroc-uk.com)

Visit the AROC Club Shop.  
A whole range of clothes  
and accessories for the  
Alfa Romeo enthusiast.  
[www.arocshop.co.uk](http://www.arocshop.co.uk)

### Alfa Romeo Owners' Club

[www.aroc-uk.com](http://www.aroc-uk.com)

### Alfaowner.com Club

[www.alfaowner.com](http://www.alfaowner.com)

### Alfa Romeo Association of California

[www.alfaromeoassociation.org](http://www.alfaromeoassociation.org)

### Alfa Romeo Club Quadrifoglio Belgium

[www.clubquadrifoglio.be](http://www.clubquadrifoglio.be)

### Alfa Romeo Owners' Club of Canada

[www.alfabb.com](http://www.alfabb.com)

### Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia.

[www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

### Alfa Romeo Owners' Club Australia

(South Australian Division)

[www.alfaclubsa.org.au](http://www.alfaclubsa.org.au)

Malcolm Ebel

[membership@alfaclubsa.org.au](mailto:membership@alfaclubsa.org.au)

### Abarthisti

[www.abarthisti.co.uk](http://www.abarthisti.co.uk)

[www.abarthforum.co.uk](http://www.abarthforum.co.uk)

### Abarth Owners Club

On-line club for owners, fans and enthusiasts of the Abarth brand

[www.abarthownersclub.com](http://www.abarthownersclub.com)

### De Tomaso UK Drivers' Club

[www.detomasodc.co.uk](http://www.detomasodc.co.uk)

### Ferrari Owners' Club

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS

[gary.dearn@ferrariownersclub.co.uk](mailto:gary.dearn@ferrariownersclub.co.uk)

[www.ferrariownersclub.co.uk](http://www.ferrariownersclub.co.uk)

### Fiat Motor Club GB

The original UK club for owners of all Fiat models.

[membership@fiatmotorclubgb.co.uk](mailto:membership@fiatmotorclubgb.co.uk);

[editor@fiatmotorclubgb.co.uk](mailto:editor@fiatmotorclubgb.co.uk);

[press-officer@fiatmotorclubgb.co.uk](mailto:press-officer@fiatmotorclubgb.co.uk)

chairman is b.stigant@ntlworld.com

[www.fiatmotorclubgb.co.uk](http://www.fiatmotorclubgb.co.uk)

### Fiat Club America

[www.fiatclubamerica.com](http://www.fiatclubamerica.com)

### Fiat Club Africa

[www.fiatclub.co.za](http://www.fiatclub.co.za)

### Fiat Club of New South Wales

[www.fiatclub.com.au](http://www.fiatclub.com.au)

### Fiat Club of Victoria

[www.fiatclub.org.au](http://www.fiatclub.org.au)

### Fiat & Lancia Club of Western Australia

[www.fiatlancia.org.au](http://www.fiatlancia.org.au)

### Fiat 500 Club

[www.fiat500club.org.uk](http://www.fiat500club.org.uk)

### Fiat 500 Enthusiasts Club GB

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

### Sporting Fiats Club

[www.sportingfiatsclub.com](http://www.sportingfiatsclub.com)

### Fiat Barchetta UK Owners' Club

[www.fiatbarchetta.com](http://www.fiatbarchetta.com)

### Fiat Forum

[www.fiatforum.com](http://www.fiatforum.com)

### Fiat Multipla Owners' Club

[www.multiploaowners.co.uk](http://www.multiploaowners.co.uk)

### Fiat Cinquecento & Seicento

[www.clubcento.co.uk](http://www.clubcento.co.uk)

### Fiat X1/9 Owners' Club

[www.x1-9ownersclub.org.uk](http://www.x1-9ownersclub.org.uk)

### Fiat 127 Forum

[www.fiat127.com](http://www.fiat127.com)

### Fiat 131 Mirafiori Forum

[www.131mirafiori.com](http://www.131mirafiori.com)

### The Fiat Coupe Club UK

[www.fccuk.org](http://www.fccuk.org)

### Fiat Punto Forum

[www.puntosports.co.uk](http://www.puntosports.co.uk)

### The Other Dino (Fiat)

[Brian1Boxall@btinternet.com](mailto:Brian1Boxall@btinternet.com)

### Fiat Scotland

Scotland's dedicated Fiat community

[www.fiat-scotland.com](http://www.fiat-scotland.com)

### Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary, Barnside, Wrotham Road, Meopham, Kent, DA13 0AU  
[Lynne@Lamborghiniclub.co.uk](mailto:Lynne@Lamborghiniclub.co.uk)

[www.lamborghiniclub.co.uk](http://www.lamborghiniclub.co.uk)

### Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY  
[membership@lanciamc.co.uk](mailto:membership@lanciamc.co.uk)

### Lancia Montecarlo Consortium

[www.montecarlo.org.uk](http://www.montecarlo.org.uk)

### International Association of Lancia

[www.viva-lancia.com](http://www.viva-lancia.com)

### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

### Maserati Club

Contact: Dave Smith

[admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)

[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Sports Maserati Club

Contact: Matthew Yates

[www.sportsmaserati.com](http://www.sportsmaserati.com)

### Northern Ireland Italian Motor Club

[www.niimc.net](http://www.niimc.net)

### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

### Scuderia Italian Car Club South Australia

[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

## DIARY DATES 2018

### January 11-14

#### Autosport International

NEC Birmingham

[www.autosportinternational.com](http://www.autosportinternational.com)

### February 1-4

#### Automotoretro

Turin - Lingotto Fiera

[www.automotoretro.it](http://www.automotoretro.it)

### February 7-11

#### Rétromobile

Porte de Versailles, Paris

[www.retromobile.com](http://www.retromobile.com)

### February 15-18

#### London Classic Car Show,

ExCeL London

[thelondonclassiccarshow.co.uk](http://thelondonclassiccarshow.co.uk)



### February 23-25

#### Race Retro

Stoneleigh

[www.raceretro.com](http://www.raceretro.com)

### March 17-18

Goodwood 76th Members' Meeting

Goodwood Circuit, Chichester

[www.goodwood.com](http://www.goodwood.com)

### March 30-April 2

#### Horsham Piazza Italia

Italian Car & Bike Festival

Horsham, Surrey

[www.horshampiazzaitalia.co.uk](http://www.horshampiazzaitalia.co.uk)

### April 7

#### Alton Italian Car Day

Departure Lounge Café, Hampshire

GU34 4BH

### April 27-29

#### Ferrari Racing Days

Silverstone circuit

[www.silverstone.co.uk](http://www.silverstone.co.uk)

### May 5

#### Auto Italia Italian Car Day

Brooklands, Surrey

[www.auto-italia.net](http://www.auto-italia.net)

### May 13

#### Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

[www.classicsatthevilla.com](http://www.classicsatthevilla.com)

### May 16-19

#### Mille Miglia

Brescia-Padova-Rome-Parma-Brescia

[www.1000miglia.eu](http://www.1000miglia.eu)

### May 19-20

#### Beaulieu Spring Autojumble

National Motor Museum, Hampshire

[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

### May 25-27

#### Concorso d'Eleganza

Villa d'Este

Lake Como, Italy

[concorsodeleganzavilladeste.com](http://concorsodeleganzavilladeste.com)

### May 29

#### Scottish Italian Car and Bike Day

Cairnie Fruit Farm,

Cupar, Fife

### June 2

#### Alton Italian Car Day

Departure Lounge

Café, Alton, Hampshire

GU34 4BH

### June 29-30 & July 1

#### 23rd Vernasca Silver Flag

Classic car hillclimb

Castel'Arquato

[www.vernascasilverflag.it](http://www.vernascasilverflag.it)

### July 12-15

#### Goodwood Festival of Speed

Chichester, Sussex

[www.goodwood.com](http://www.goodwood.com)

### July 20-22

#### Silverstone Classic 2018

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)



### July 29

#### Supercar Sunday

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)

### August 4-5

#### Beaulieu Supercar Weekend

National Motor Museum, Hampshire

[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

### September 1-2 (TBC)

Beaulieu International Autojumble

National Motor Museum, Hampshire

[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

### September 7-9

#### Goodwood Revival

Chichester, Sussex

[www.goodwood.com](http://www.goodwood.com)

### October 14

#### Autumn Motorsport Festival

Brooklands, Surrey

[www.auto-italia.net](http://www.auto-italia.net)

### October 25-28

Auto e Moto d'Epoca 2018

Padova, Italy

[autoemotodepoca.com](http://autoemotodepoca.com)





# Omicron

Lancia spares and restorations



- ✓ **Parts** new, reproduction and secondhand
- ✓ **Restoration** full or partial concours restorations
- ✓ **Bodywork** panelwork, paintwork and trim
- ✓ **Engines** standard or higher specification
- ✓ **Suspension** also gearbox, brakes & steering
- ✓ **Competition** competition preparation
- ✓ **Mail order parts** we ship to over 65 countries!
- ✓ **Also** servicing, inspections and more...  
...all to the very highest standards.



Omicron Engineering Ltd.,

The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK  
 sales@omicron.uk.com • www.omicron.uk.com  
 Tel: +44 (0)1508 570351 • Fax: +44(0)1508 570795

WWW.FIAT500.CC

MAIL ORDER PARTS  
 AVAILABLE ONLINE  
 FREE VALUATIONS  
 SERVICING  
 REPAIRS  
 CRASH REPAIRS  
 RESTORATION

AUTO ELECTRICS  
 DIAGNOSTICS  
 TUNING  
 PERFORMANCE  
 CONVERSIONS  
 MOT PREPARATION  
 WELDING

**BUY PARTS ONLINE**

SPECIALISTS IN ALL ITALIAN MARQUES  
 ALFA ROMEO FIAT LANCIA

2 BLUNDELL STREET LONDON N7 9BJ  
 T 020 7607 0798 F 020 7619 0001  
 E SALES@FIAT500.CC



**R. PROIETTI LTD**  
 ITALIAN CAR SPECIALISTS EST. 1965

**OMP**

**YB RACING**

END OF SEASON SALE

WWW.YBRACING.COM

ENTIRE RANGE OF OMP AVAILABLE ON OUR WEBSITE

**OMP TECNICA EVO**  
 RACE SUIT IA01844

FROM ONLY  
**£599.95**

**OMP ONE S**  
 RACE SUIT IA01853

FROM ONLY  
**£699.95**

**OMP MISTRAL**  
 GLOVES IB/750

FROM ONLY  
**£64.95**

**OMP FIRST HIGH**  
 BOOTS IC/799

FROM ONLY  
**£108.29**

**OMP KS-1R**  
 KART SUIT KK01720

FROM ONLY  
**£249.95**

**OMP KS-2 SUIT**  
 KARTING KK01722

FROM ONLY  
**£174.95**

**OMP KS-1 SUIT**  
 KARTING KK01721

FROM ONLY  
**£166.62**

**OMP KS-3**  
 KART GLOVES KK02743

FROM ONLY  
**£24.99**

SAME DAY DISPATCH IF ORDERED BEFORE 1PM\*  
\*available on selected lines only

WWW.YBRACING.COM



# AUTO ITALIA CLASSIFIEDS

SELLING YOUR ITALIAN CAR? FREE SERVICE TO READERS.  
EMAIL LIZ.SOLO@NTLWORLD.COM

## ALFA ROMEO



**Alfa Romeo 105 Guilia Spider 1600 Boat tail.** 1969, 7580 miles, red. Ground up bare metal restoration, completely rebuilt engine, clutch, gearbox, brakes and suspension, refurbished brakes, new hood and hood cover, new correct rubber mats passenger compartment and boot, seats recovered, period Blaupunkt radio (it works!). Bodywork restoration in Poland, mechanical, final painting and detail restoration completed by Alfa Workshop September '17, MOT till May '18, must be viewed to appreciate the quality of restoration, £36,000 ono. The car is in storage in S Cambridgeshire. Email: David on dejpepper@btinternet.com. A264/016



**1991 Alfa Spider S4.** 53,502 miles, white, bodywork and alloys in excellent condition. The interior is unmarked with the original seats showing no wear to the Alcantara, it has the original hood and unmarked hardtop. Garaged all year round, it has been serviced regardless of cost and is in superb mechanical condition. There is a full history file with the car, it is an AROC Concours winner and was featured in a road test in *Auto Italia*, edition 186, £15,995. Tel: 07711 732844. A262/016



**1987 Alfa Spider.** 203,063 miles, black, 2 litre, RHD, gearbox manual. Super fun and pokey to drive, this car handles like a dream! Bodywork is in great shape, soft top also, there is a small split in the driver's seat. We have some history, but not a lot, I think we are the 7th owners. The car is in Somerset, and we are selling because we have lost our storage, £8250 ovno. Email: houseofabulous@gmail.com. A264/043



**1991 Alfa Romeo Spider S4 automatic.** LHD, US specification, 30,500 miles, car is in classic red /black cloth hood, Alcantara interior/black carpets, fully loaded, 3 speed automatic, driver air bag, a/c, pwr steering, ABS, pwr windows, car is in beautiful condition and is admired wherever it goes, has full MOT thru 2018. This Spider is a rarity, £15,900, can be viewed in London. Email: marcolupi100@gmail.com. A264/010



**Alfa Romeo 75 3.0 V6 Cloverleaf.** '90 H-reg, long MOT with comprehensive history. Genuine Cloverleaf, correctly registered with the DVLA by Mangolets. New cambelt and Eibach rear springs, refurbished rear brake calipers plus Koni shocks all round. Drives great and sounds amazing. Almost a four door SZ - grab a bargain while you still can. For sale by AROC member, this car is on the 75 Register, £9995. Tel: 07872 911678. Email: chris.cousins@hotmail.co.uk. A264/041



**1992 Alfa Romeo 75 TS limited edition.** 100K, red. Sadly it's time to let go of our lovely Alfa 75 rare ltd edition. This car has been loved and serviced throughout its life, and benefits from Recaro seats and sunroof, very clean inside and out, £6000. Tel: 01279 723189 for viewing. A264/045



**1971 Alfa Berlina 1750.** 61,450 miles, red. Original rare Alfa, lovely drive, smooth and reliable, excellent condition, original Pioneer radio, original carpets. I have lots of bills and history on the car, 5 speed gearbox, new Koni classic dampers. MOT June 2018 - no advisories. Tyres all good, headlining redone, since I have had the car I have had considerable work done to it to bring it up to a high standard: battery replaced, fuel pipes replaced, handbrake cables replaced, rear anti roll bar replaced, water pump and hoses replaced. There are very few original RHD of these left, they are undervalued at present but will assuredly become collectible due to their rarity and good looks. Original logbook goes back to January 1971, I am I believe the 5th owner, I am a member of the Alfa Romeo Owners Club. £8995 ovno, due to the condition and rarity of this car I think this is a very fair price as there are so few of these cars still around. Email: richarddcruzemail@gmail.com. A264/042



**Alfa Romeo 75 Twin Spark LE.** 1992, 105,000 miles, met black. Really great 75 Twin Spark LE with lovely, almost perfect, Recaro interior and really nice metallic paintwork. Benefiting from refurbished Speedlines and new tyres, a massive service by Jamie Porter at the Alfa Workshop including all oils and filters, brake fluid, discs and pads, distributor caps and leads and a good go through. It is now perfect and ready for next year's Alfa Club events! New Bosch battery and all electrics work including the sunroof, £3000 ono. A really nice, useable future classic Alfa. Tel: Ted Pearson, 07885 372439. Email: ted@mpi.ltd.uk. A264/017

**Alfa Romeo GTV 2000 S3.** 1985, red, 99,000 miles, renovation/spares/repair, £800. Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk. A264/047



**1977 Alfetta 1.8.** Giallo Piper, original 1977/S Alfetta 1.8 Saloon, one owner since new in August 1977. Always been garaged and well looked after, very low genuine mileage, 25,000 miles, with all MOTs as proof. Engine runs like new, totally original bodywork, which is in very good condition with some minor dents and the odd spot of rust, which has been treated, £13,000. Tel: 07880 688069. Email: sales@prestigecarsagent.com. A264/044

**2007 Alfa Romeo 147 1.6 Collezione.** 48,000 miles, red, FSH, very good condition, lots of work done including cambelt, next MOT March '18. Full leather interior in good condition, 17" alloys, all work done at Alfa specialist since ownership. Some stone chips on bonnet which have turned into surface rust, £2200. Tel: 07568 373881. Email: ajholvey@msn.com (located in south east London). A264/048



**Alfa Romeo 147 1.6 Lusso.** 2002, 91,200 miles, Gabbiano Blue. Lots spent in my ownership and recently had: new AR front and rear discs and pads, new AR windscreen and wipers, AR cambelt kit and water pump (2K miles ago), top hat bushes, AC system recharged and serviced. Works perfectly, low mileage of c.91,000, Lusso spec with leather (Comfort pack option), cruise control, 16" alloys, factory stereo, MOT'd until 25th April 2018, good condition for age and is clean, owned by enthusiast, £825 ono. Tel: James, 07766 821606. Email: hebdenhedgehog@gmail.com. A264/014





**Alfa Romeo 147 GTA.** Gabbiano Blue with black leather. 48,000 miles, 18" alloys, Scorpion GTA exhaust, Autodelta air filter system, fresh MOT and service, £8995 ovno. Tel: Tom, 07850 539117. A264/046



**2006 Alfa Romeo 159 Lusso 2.2 JTS.** 45,623 miles, Alfa Special Red, 2.2 petrol, owned from new, black leather interior, 18" alloys, multi CD player, new clutch and flywheel, discs and pads recently replaced. MOT until August 2018, excellent condition, £4700. Email: agarnett6@gmail.com (Rochester, Kent). A264/039



**1996 Alfa Romeo 155 Twin Spark 1.8.** 126,000 miles, red, not cambelt, chain, cloth interior, MOT Oct 2017 £3500. Email: babsymalone@hotmail.com. A264/040



**2012 Alfa Romeo 159 1750 Tbi Lusso.** Last of the line, low mileage. Former Registrar's well cared for car in Alfa Red with dark grey leather, regularly serviced by trusted Alfa specialist, new cambelt last year. 33,000 miles only, MOT to January 2018, alloys just have a couple of minor kerbing damage, fairly new tyres on the front, rears will do another 5K or so, bonnet needs de-chipping, £7750 ono. Email: hughalex@talktalk.net. A264/012



**1998 Alfa Romeo GTV 3L V6 24v.** 105,576 miles, red. Not only is this 3L Alfa extremely fun to drive, with its stunning red exterior and beautifully contrasting tan leather seats, it looks amazing too. It will be sold with service and MOT and it has recently had its engine rebuilt (both cylinder heads skimmed, pressure tested and all new valves in), as well as a new cambelt and water pump, £3599. Tel: Philip or Sarah at Quarmby Garage, 01484 652927. Email: sarah@quarmbygarage.co.uk. A264/038



**Alfa 156 GTA.** 2003, black and tan leather seats, Bose CD, sat nav, 66,000 miles, owned for last 11 years, service history, new MOT, one to keep, vgc, £7995. Tel: 07802 308147. A264/005



**Alfa Romeo GT 3.2 V6.** 2005, red. Good condition inside and out, work carried out since October 2015, 93,000 miles now 96,000, wheel alignment, 2x new tyres, battery, 2017 replacement timing belt, auxiliary drive belt, anti roll bar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017. Payment on collection from Reading or Marlow if easier, £4250. I'm happy to answer any other questions that you might have, for more information please call. Tel: Peter, 07880 550860. A264/015



**1999 Alfa Romeo GTV 2.0 TS.** 123,600 miles, metallic blue, service history, all MOTs since 2004, cambelt 3500 miles ago, mint grey cloth interior, recent oil service, maintained by Monza Sports Tuning using only genuine parts, good Pirelli tyres, rear spoiler in primer included, second car so little used. Tel: 07512 180323 (Sussex). A264/037



Mrspeedlux



**1972 Alfa Romeo 2000GTV**  
Comprehensively restored LHD car, LSD, beautiful  
£34,995



**1964 Alfa Romeo 2600 Spider**  
Factory RHD, 1 of 103, high end restoration:  
£134,995



**1971 Citroen SM**  
Sensational original car with 4k miles on 30k overhaul, the best  
£59,995



**1964 Alfa Romeo 2600 Sprint**  
Barn find! rare RHD, interesting history, original paint, complete  
£12,995



**1973 Lancia Fulvia 1.3S**  
Cromadoras, new tyres, brakes and service, lovely  
£16,495

COMING SOON

- 1969 Fiat 124 Coupe 1 owner
- 1973 Alfa Romeo 1600Z
- 1969 Alfa Romeo GT Junior
- 1961 Lancia Flaminia berlina

We are Italian car specialists, more vehicles online and arriving, please see our website  
**T +44 (0) 1424 893362 E hello@mrspeedlux.com W www.mrspeedlux.com**

ITALIAN CARS FOR SALE CLASSIFIEDS





**Alfa Romeo 166 2.0 Twinspark.** 2005, 55 plate, metallic grey with black full leather interior, fully heated and electric seats, refurbished alloys with new Pirelli P Zero tyres, also original alloys come with car and some spare parts, immaculate condition inside and out, maintained to a very high level with a folder of invoices, fitted with a Ragazon twin exit rear section exhaust, this is not a sports exhaust it is a free flow part, sounds just like Alfa original exhaust, recent timing belt fitted at 98K, car now 104K, just had recent service, always use genuine Alfa oils and filters, all parts fitted to the car came from Alfa UK or Alfa shop, lots of history, too many details to list, £3200. Tel: Euan, 01382 775494 evenings or 07774 672757 daytime and leave a message. A264/002



**2009 Alfa Romeo 159 2.4 Ti.** 65,500 miles, red. Very pampered 159 2.4 Ti, with full service history, just had service, recent cambelt and water pump, pads front and rear, front end of the car was stripped and repainted to remove stone chips, and refitted with all new parts, has had a fortune spent, receipt for swirl flap removal, erg delete, bottom pulley, power steering reservoir and fluid upgrade, stage 2 remap, heated seats, Apple iPlay stereo, subframe stripped and undersealed, very regrettable sale, Alfa Romeo Owners Club owner. You won't find another like this, £7000 ono. Tel: Derek, 07861 292019. A264/053

**2008 (58 plate) Alfa Romeo Brera S Prodrive.** Special edition, certificate/car number 50. Alfa Red, clean, mint and 'cared' for. Full Alfa main dealer yearly service history, with stamped book, 23,000 miles to date, one owner from new. Full red stitched black leather (including dashboard) interior, with Prodrive seat badging, garaged kept, Brera S book, current MOT to Sept 2018, £12,500 ono. Tel: Nick, 07747 193175. A264/049



**Alfa Romeo 166.** 3 litre, manual, grey and black leather trim, 120,000 with history, recent new alternator and clutch, 2 keys, MOT July '18, £2895. Tel: 07541 310419 (Spalding). A264/052



**Alfa Romeo GT 3.2 V6.** 2007, 50,300 miles, black. Well looked after low mileage example, good condition inside and out. All bills and past MOTs available, MOT until Jan '19, underseal reapplied Jan '16, new clutch May '17, four new tyres Aug '17, full annual service Nov '17, new front lower suspension arms and rear brake pads Dec '17. Kenwood DAB stereo with Bluetooth connectivity, compatible with iPhone and Android, original factory stereo included, £8000 ono. Tel: Danny, 07752 725712. Email: boss1944@outlook.com. A264/011



**1995 Alfa GT JTDM tastefully Cloverleafed Coupe.** 74,600 miles, Stromboli Grey, 3 previous owners, 18-inch jetfin alloys, FASH, 2 keys, nice, clean reliable GT with sensible mods, new clutch in Jan + new rear discs and pads in July inc service and MOT. Autolusso chip to 180bhp, still good on fuel, big service last year at Autolusso inc belts, pump, air con, hand brake cables and all of the front suspension wishbones. It was also Waxoyled then, other mods were swirl flap delete, EGR blank off, remap, red silicone turbo hoses, stainless steel cat back exhaust. Impeccable service history, all receipts and bills, £3000. Tel: Ifor, 07887 688556. A264/058



**1999 Alfa Romeo 916 GTV 2.0 TS Coupe.** 117,724 miles, Rosso Red, supple black leather interior. Alfa radio, 6 CD autochanger, two new Pirelli P7 Cinturato, new exhausts, excellent history, all manuals and tax discs, 3 keys, new MOT. In good, clean, totally original condition throughout, one to treasure, runs and drives beautifully, £1600. New belts due. Tel: Steve, 07790 713878 (West Sussex). A264/057



**2007 Alfa Romeo Brera SV JTS V6 Q4.** Low mileage 57,849 silver car with black/grey leather interior and black/red signed Brera mats. In excellent condition, meticulously maintained with full service history, radio/CD etc, elegant 18-inch alloy wheels, panoramic glass roof with electric blind, MOT to October 2018 (this vehicle has MOT for life provided by Mangoletsi). AROC member sadly selling this powerful 4 wheel drive, beautiful car because going overseas, £6000 ono. Tel: 01353 664588. A264/056



**2009 Alfa Romeo Mito 1.4TB Multi Air Veloce.** 63,138 miles, metallic Etna Black, 155bhp. Excellent condition inside and out, much loved companion but company car forces sale. Last full service at 60,426 by Gonnella Brothers, service history, 8 months' MOT, next one due 09/06/2018, electric windows, a/c, MP3 player, CD, Bluetooth, central locking, alarm, immobiliser, £3299. Tel: 07792 246239. A264/055



**2014 Alfa 4C.** 6000 miles, 8C red, purchased new December 2014. Has been used mainly as a show car hence the low mileage and excellent condition. The 4C is a pure raw sports car and great fun to drive, comes with a made to measure exterior cover, £45,000. Tel: Dave Taylor, 07905 011884. Email: david.taylor31@virgin.net. A264/054

## FERRARI



**1977 Ferrari 308 GTB.** This 308, chassis no 21441, was originally Cooper Cars' (Leicestershire Ferrari dealer) demonstrator, it was converted to a race car in '98 and went on to win the Pirelli Ferrari Challenge in the hands of Robin Ward, now converted back to fast road spec, I recently purchased the car from Nick Cartwright Cars, however it is too uncomfortable for me! So is offered for sale at £55K, please phone for further details. Tel: Chris, 07860 395558. A264/021

**Ferrari 308 GTB fibreglass.** 1977, dry sump fibreglass car converted to race spec many years ago. Very quick car, would be competitive in the club series in the right hands, road registered. Tel: John, 0784 0420283 for more info. A264/018



**1990 Ferrari 328 GTS** with Crema hide interior, original factory alloy wheels which are in excellent condition. Manufactured in late 1989 and first registered in 1990 this is believed to be the last 328 GTS registered in UK. The car comes with many service receipts and manuals, has a comprehensive history from new and has been regularly serviced, June 2017 both clutch and cambelt replaced. The car is MOT'd and has 83,000 miles and I'm willing to sell at £59,950. Tel: Peter, 07850 027162. A264/024

**Ferrari 328 GTB race car.** Campaign in this year's Classic Series, ready for 2018, please call Robert for further details. Tel: 07802 638618. A264/023



**Ferrari F430 Coupe.** Ferrari Owners' Club member has a 2005 F430 coupe for sale having just covered 32,200 miles, car purchased from Bentley Manchester 3 years ago, last serviced 24 May 2017, MOT till May 2018. Rosso Corsa with Crema hide this is a beautiful example with excellent service history. Full factory tool kit, manuals and wallet, both keys, tracker, torch and battery conditioner, car located in the NW, priced to sell, £79,950. Tel: Tony, 07787 550288. A264/019





**AVANTI MOTORSPORT**  
**ABARTH / ALFA / FIAT / LANCIA**  
 1000s of used parts in stock  
 Performance Engine Parts  
 Engine & Gearbox Rebuilds  
 5 & 6 Speed Close Ratio Gearkits  
 LSD Units, Final Drives  
 Tel.: 01458 446517  
 Email: [avantimotors@btconnect.com](mailto:avantimotors@btconnect.com)

*Alfanatic*

The Alfanatic team specialise in service, maintenance and repair of all Alfa Romeo Cars

- Highly skilled technicians
- Modern & classic models of Alfa Romeo
- Latest Diagnostic testing
- Repairs to the highest standards
- MOTs
- Free courtesy cars available
- Family run business
- Unrivalled local reputation

Alfa Service & Repairs, St James Road, Fleet, Hampshire, GU51 3QH  
 t: 01252 629159 [www.alfanatic.co.uk](http://www.alfanatic.co.uk)

**Alfa Workshop Services**  
[www.alfaworkshop.co.uk](http://www.alfaworkshop.co.uk)



- Servicing, all Alfa Romeo models
- Modification.
- Restoration of classic Alfas.
- Race car preparation
- Part sourcing and supply.
- Machine shop on site
- Fully equipped with Alfa Romeo Special Tools
- Alfa Romeo Examiner HD
- Alfa Romeo WiTech Plus

t: 01763 244441 or 245481

Unit 15 Orchard Road, Royston, Hertfordshire, SG8 5HD, UK  
 e: [jamie@alfaworkshop.co.uk](mailto:jamie@alfaworkshop.co.uk)  
 e: [sheyne@alfaworkshop.co.uk](mailto:sheyne@alfaworkshop.co.uk)

**NEXT STOP!**  
**TURIN MOTORS Ltd**



• FIAT •  
 • ALFA ROMEO •  
 • ABARTH •  
 • CARS FOR SALE •  
 • SERVICING •  
 • CAMBELTS •  
 • DIAGNOSTICS •  
 • AIR CONDITIONING •

Tel: 0113 245 8787  
[www.turinmotors.co.uk](http://www.turinmotors.co.uk)

**Gonnella Brothers**

'Established 1979'  
 Servicing, Repairing and MOT test station  
 - covering classes 4, 5 & 7



Unit 5a Catford Hill, London SE6 4NU  
 020 8690 0060 | 020 3302 2303  
[www.gonnellabrothers.co.uk](http://www.gonnellabrothers.co.uk)

General Servicing & Restoration  
 Engine & Gearbox rebuilds  
 Performance Upgrades

Alfa Romeo and Fiat Dino Specialists:  
 Giulia 105 Series  
 Giulietta / Alfetta / GTV6 / 75 / SZ  
 3.5 / 3.7 litre engine conversions  
 'Quick-shift' gear linkages  
 RS Racing Handling Kits  
 Fiat Dino Coupe / Spider / 2000 / 2400



*alex jupe motorsport*  
 .co.uk

Tel: 01243 575760  
[alex@alexjupemotorsport.co.uk](mailto:alex@alexjupemotorsport.co.uk)



To advertise in the  
 Classified section  
 of Auto Italia  
 Call Talkmedia  
 Tel: 01732 445325

THE DIRECTORY SPECIALIST SERVICES





**Ferrari 348TS.** 1993, UK car, RHD, front battery model, pristine condition, probably one of the best examples on the market, 33K miles, red with cream leather, totally original as Ferrari intended, no colour coded painted sills/roof apart from sports exhaust (original Ferrari Challenge exhaust), but also comes with standard exhaust, owned over 12 years, low number of previous owners, garaged throughout ownership, full Ferrari dealer specialist history, HPi clear fully matching numbers car, MOT. Email: am036ocs@sky.com. A264/022

**Ferrari 308 GTB.** This is a car that will speak for itself, now 40 years old has lived in France, Monaco and East Preston in West Sussex in the last 9 years, has recently had a respray as some of the lacquer was peeling off, only 26,000 miles, it's left-hand drive. The passenger seat has a small split, overall a great motor, a 308 GTB LHD dry sump car, and 4 double Weber carburettors, been in the family for at least 30 years, not seen rain as far as we know for thirty years, £65,000. Email: amorra@tiscali.co.uk. A264/020



**Ferrari 458 Italia.** Selling my low mileage 458 Italia, 5400 miles only, stunning spec and immaculate condition throughout, £165,000. Email: dean@reliableelevatorservices.co.uk. A264/032

**Ferrari 550 Maranello.** Selling my beloved 550 Maranello due to relocation, first registered May 1997. Tour de France blue with cream interior, 32,000 miles, just serviced and MOT'd with Carrs Exeter. Tel: Keith, 07500 931355. Email: kjh550m@gmail.com. A264/033

## FIAT



**Fiat Seicento Sporting 1.1 MPI.** 2003. Little use and only covered 13K miles! Not far off a new car, can only increase in value. Silver with grey and black trim, sunroof, alloys, power steering, overmats and full size spare. Had belt, exhaust and tyres, service history, tested, £1595. Tel: 01684 892906 (Malvern, Worcs). A264/007

## LAMBORGHINI



**Lamborghini Jarama S.** LHD, very rare, metallic Bronze, new tan leather interior, diff/gearbox rebuilt, new chrome, rear lights resprayed, sports exhaust, build paperwork, fascinating history, £145,500. Tel: 07476 552398. A262/054



**Lamborghini Espada.** Rare auto, last RHD delivered, 1978, nice history, superb condition, rust free, perfect paint/interior and under bonnet detailing, s/s exhaust, including manual gearbox, p/x £145K. Tel: 07737 174200. A264/065

## LANCIA



**Lancia Appia S3 saloon 1963.** Recent import from Italy, lovely body and beautiful grey cloth interior, runs beautifully. Nova paid and MOT'd but will need registering, £8000. Tel: 07798 797262. A264/061



**1994 Lancia Delta Integrale Evo II.** £41,000 ono, Lord Blue with tan/beige Alcantara interior (high back). Mechanically excellent with huge service history, MOT and original documentation. All recent work completed at Auto Integrale and NJS Pershore. Bodywork in fair condition with no rust, and recently detailed, interior in fair condition, air con disconnected but supplied with the car. Stored in a heated, dehumidified garage. Definitely a great value investment opportunity or a car you can just get out and enjoy! All questions answered, please call 07469 145123 for more info. Email: sjffreys@gmail.com (Stratford upon Avon). A264/064

## PARTS



**Alfa Romeo GT Junior/105 series 14"** original alloy wheels in nice condition with classic Dunlop CR65 tyres, size 5.50M, which have barely been used, £550. Tel: 07812 411180. A264/060  
**Alfa Romeo 512 Nord engine.** 2000cc, very good engine, £750. Tel: 07895 657892 (Berkshire). A264/001



**Alfa Giulietta Cloverleaf** back box exhaust, year 2010, covered 45K miles, good condition, pick up only, £65. Tel: 07711 529403 (Bedford). A264/006

**Alfa Romeo GTV 916** speedo and rev counter module, black, vgc, £50 ono. Tel: 01564 772714 (West Midlands). A264/050

**Spare: Fiat 1500 cabriolet.** Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A264/031

## MISCELLANEOUS



**Ferrari book.** Piloti che Gente, by Enzo Ferrari. First edition 1984 limited edition book, one of 2500 prints in English, 250mm+300mm, 2.16 kg, 359 pages, full of his racing memories and photos, not to be confused with later editions, in mint condition with small Marenello Concessionaires sticker on inside front cover, £85 plus postage. Tel: 01275 332459. A264/028



**Original manuals.** Ferrari 400, Auto transmission Eng/Italian, perfect condition; parts catalogue, perfect condition; Ferrari 1948/63 op/maintenance vol 1, perfect; 400/400GT driver handbook; Ferrari 250 GT bonnet badge from chassis 0622 California Spider, ex Peter Collins. Tel: John, 07737 174200. A264/025



**Fiat & Abarth 500 & 600 Colour Family Album.** Hardback, very clean pages, great colour photos, history, rare book, excellent condition, only £12. Tel: 07399 359072. A264/008

**FIAT COUPE SPECIALIST SPARES**  
 SPARES, SERVICING, RESTORATION & SALES  
 WWW.FIATCOUPESPECIALIST.CO.UK  
 01684 593187 @fiatcoupes  
 Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ





**FOC enamel badges.** Bugatti Owners Club/FOC enamel badges, 1973-4-5-6. Absolutely as new, never worn, ex FOC member, £55 incl P&P in UK. Tel: 01275 332459. A264/026

**Maserati 3200GT owner's handbook**  
New, £20 ono plus p&p. SZ brochures and launch video offers. Tel: Alan, 01635 202521 (Berks). A264/009  
**Registration 'FF18 FFF'.** New Ferrari on order? On retention for March 2018 registration, can be registered with new car as original number plate. Offers please to leebanno@yahoo.co.uk or tel: 07803 602587. A264/034  
**'F12 NUT'.** Registration no. 'F12 NUT', £11,500. Email: frank@franknutt.co.uk. Tel: 07979 966509. A264/035  
**'AJC 355'.** £5355. Email: aandccushing@btinternet.com. A264/036

# Sell your Italian car, bike or spares here\* FREE OF CHARGE!

\* PRIVATE ADS ONLY. FOR TRADE RATES CALL 01732 445325

**C**olour photographs are free for PRIVATE advertisers! You can include up to 30 words free, too; thereafter it's 30p per word. Advertisements can be submitted by email, or posted using this form. Send your advert together with your remittance if applicable to: **Auto Italia Private Classifieds, Morningside House, 1 High Avenue, Letchworth SG6 3RL, United Kingdom, (email: liz.solo@ntlworld.com)** to arrive no later than **17th January** for inclusion in the March issue. **April issue deadline: 14th February.** All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone. For **TRADE RATES** please email: **david@talkmediasales.co.uk** or call: **01732 445325.**

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE:

EMAIL:

TEL NO:

VISA/MASTERCARD/EUROCARD/DELTA No:

Expiry date: Issue no: Remittance enclosed (if applicable): £

WORDING FOR ADVERT:


CLASSIFICATION REQUIRED:

TICK AS APPLICABLE

PICTURE ENC:

TRADE IDENTIFICATION:

**HOW DO I SEND A PHOTO TO GO WITH MY ADVERT?**

1. Email a jpeg file to **liz.solo@ntlworld.com**

2. Send a good quality photographic print (non-returnable). Post to above address

**YOU CAN INCLUDE A PHOTOGRAPH WITH YOUR ADVERT FREE OF CHARGE!**

**Adverts received before 17th January will go into March issue**

**APRIL DEADLINE: 14th FEBRUARY**

The publishers accept no responsibility for the quality of goods sold through these pages although the greatest care will be taken to ensure that advertisements accepted are bona fide. Advertisers should take note of the requirements of the TRADE DESCRIPTIONS ACT 1968 when preparing their advertisements for publication.



**Ferrari car brochures.** Original Ferrari brochures, F40, BB512i, 400i automatic, 2-Mondial quattv, Mondial 8, 2 Maranello guides, cars from 1959 - La Ferrari 2000, Ferrari 1990. Very good condition, £235, incl P&P. Tel: 01275 332459. A264/027



**Hand made retro style Ferrari steering wheel table.** Measuring 450mm diameter x 530mm high, chrome centre, polished stainless steel spokes, solid wood rim. The table has been made to give the illusion of a floating steering wheel, price £335 plus shipping, call for details. Tel: 07564 637636. A264/066



**Ferrari puzzle.** Jigsaw, complete, featuring cutaway 1962 250 GTO 3757, suitable tabletop or wall hang, 72x51cm £40. Tel: 01635 521474 (Newbury). A264/059

## WANTED

**Alfa Romeo Alfetta all models** 1973-81 Haynes workshop manual, v.clean, £10 ono + postage. Tel: 01564 772714 (West Midlands). A264/051

**Wanted: Espada S3 LHD.** Will swap 4 Merc 230TE 1988 estate, low miles, very clean, many new parts inc auto box, exhaust, brakes, batt etc; plus Pro camera items and large collection, also new Snap-On tools and collectables etc, please help. Tel: 01277 200530. Email: dcian@fastemail.us. A264/003

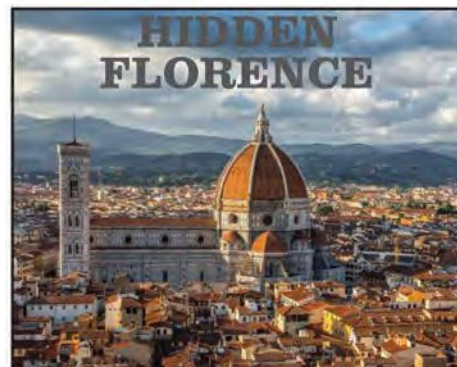
**Items wanted:** anything Lambo, books, mags etc, any country, swap 4 books, mags etc, USA trucks, classic cars, guns, wildlife etc, lots more items to swap, most collectable. Tel: 01277 200530. Email: dcian@fastemail.us.



**Wanted: for Lancia Dedra automatic.** Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A264/030



**Wanted Fiat Barchetta.** Looking to purchase a red (preferably) or silver Fiat Barchetta. Any year but must be in very good condition inside and out, the lower mileage the better. Must have good SH and have MOT, I am looking to spend around £3000, I have cash waiting, I am located in Cheshire. Contact Stuart on: 07766 785639. Email: s.major@chester.ac.uk. A264/063



Visiting Florence?  
See the many unknown and quirky historical facets of this great medieval city. Official personal guide will show you around.  
Speaks English, French, Spanish.  
Max 5 people per group.

**Call Patrizia on: 0039 338 3518 981 or email patbaglioni@gmail.com**





# STYLISH DELIVERY...

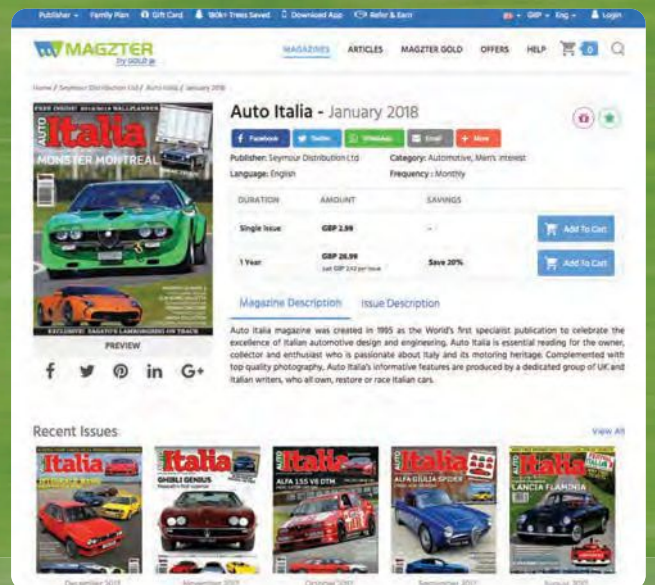
## SUBSCRIBE TODAY

SAVE! SAVE! SAVE!  
Save up to £10.80 for 12 issues

ONLINE DIGITAL  
'TURNPAGE'  
EDITION £2.99 FROM  
[www.auto-italia.net](http://www.auto-italia.net)

SMART PHONE or TABLET ACCESS

Auto Italia is available at the App Store or online at [www.pocketmags.com](http://www.pocketmags.com) Save money on shop prices and postal costs and view the latest issue as soon as it is released - and from anywhere in the world







## SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £48
- Europe £65
- USA £75
- Rest of World £78

### Your details

Name: .....

Address: .....

Postcode: .....

Telephone: .....

Email: .....

### The Direct Debit Guarantee

- This Guarantee is offered by all Banks and Building Societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit, FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia will notify you five working days in advance of your account being debited or as otherwise agreed. If you request FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit by FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia or your Bank or Building Society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia asks you to.
- You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may be required. Please also notify us.

Instruction to your Bank or Building Society to pay by Direct Debit



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

**Instruction to your Bank** Please pay FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia and, if so, details will be passed electronically to my Bank/Building Society.

Signature

Date



# **Auto Italia** BACK ISSUES

Check our new updated back issues index for the magazine featuring your car of choice.  
To order just email us or phone 01462 811115.

**£5.00 (UK) - £6.00 Europe - £7.50 Rest of World**  
Special package prices for any 3 issues  
**£12 UK - £15 Europe - £18 Rest of World**

**BINDERS £9.95 UK, £12.00 EU/USA, £15.00 RoW**  
To check availability and all order enquires  
email: [claire@gingerbeerpromotions.com](mailto:claire@gingerbeerpromotions.com)

## **ABARTH**

Allemano 2400 and 2200	19	131 Abarth (San Remo)	81	6C 1750SS	117	TZ2 1966	43	Alfetta GT/GTVs	14
Abarths at Monza 1998	19	131 Prototypes	215	6C 1750SS (1929 Mille Miglia)	226	TZ1&1/2	62	Alfetta GT/GTVs	41
Abarths at Silver Flag	85	131 Abarth Diesel	231	6C 1750	189	TZ1	179	Alfetta GT 3 car test	95
Radbourne Abarth 1300	21	131 Stradale v Group 2	251	6C 1750	225	TZ2	135	Alfetta GTV6 + integrale 'Ring	101
595SS	118	X1/9 Prototipo	130	6C 2300 Replica	75	TZ3	185	Alfetta Turbodelta	107
600s	29	Abarth Rally Range 2004		6C 2300 Aerospider	201	Montreal v Dino v Citroen SM	14	Alfetta GTV6 (Ron Simons)	135
600s	82	Panda Rally EVO 2007	136	6C 2300 Mussolini	127	Montreal	47	Alfetta Review	232
750 Zagato Dubble Bubble.	60	Stilo WRGB 2005	109	6C 2500 Freccia d'Oro	50	Montreal (Modified)	81	Giulietta, Giulia Super,	
750 Zagato Record Monza.	196	Stilo WRGB 2006	121	6C 2500 by Castanga	134	Montreal v Dino V Biturbo.	159	2000 Berlina, Alfetta, Alfa 90	16
750 Zagato Record Monza + 750		Stilo Trofeo Abarth	193	6C 2500B Mille Miglia	155	Montreal Buyers' Guide.	174	Alfetta / Autodelta	198
Zagato Dubble Bubble.	258	Grande Punto S1600	183	6C 2500S	156	Montreal V8 Engine Feature.	187	Alfetta Turbodelta v 75 Turbo	
850 Allemano Spider	50	Grande Punto S2000	134	6C 2500S	229	Montreal Group 4 Autodelta.	263	EVO v 155 Q4	237
Abarth 1000 SP	37	Grande Punto S2000	253	6C 2500SS	187	1900 Matta Jeep	47	GTV6 Readers View	31
Abarth 2000 SP	165	Grande Punto Italy launch	138	6C 2500SS	243	1900 Matta Jeep	126	GTV6 "Rare" 550bhp	52
Abarth 2000 SP	250	Grande Punto Abarth Sanremo.	141	Nardi-Danese 6C2500	31	1900 Matta Jeep 'AR51'	246	GTV6 (Lindsay)	66
Abarth Osella PA1	30	Grande Punto Abarth Belgium.	143	8C 2300 Tim Birkin	27	2300 RIO	106	GTV6 South Africa	126
Abarth Osella PA2	89	Grande Punto Abarth SS UK.	149	8C 2300 (Spitzley)	56	Alfa 90 and Alfa 6	62	GTV6 /33/156 Club Racers	133
Abarth Osella PA2 Nordschleife	144	Grande Punto Abarth SS.	162	8C 2300	244	Alfa 90 and Alfa 6	162	GTV6 2.5 V6 (Time Machine)	176
Abarth 1300 OT	43	Grande Punto Abarth v 130TC.	158	2900A	83	Alfa 90	102	GTV6 Buyers' Guide	178
Abarth OT 1300	93	Grande Punto Abarth v Mito.	171	8C 2900B	25	Alfa 6	97	GTV6 3 car test (Jupe)	210
Abarth Simca 1050 Corsa.	222	Grande Punto Abarth v Mito CL.	177	8C 2900B Spider	248	Junior Zagato	128	GTV6 v SZ v GTV (916)	238
Abarth Simca 1300	119	Grande Punto Abarth EVO.	173	8C 2600 at Spa	114	B.A.T 11 Bertone	146	GTV6 3.0 V6	249
Abarth Simca 1300 OT	143	500C Abarth	173	8C 2600 Simon Moore	142	Gransport Quattroruote	241	75 Driver's Choice	2
204A Cisitalia Abarth	199	500C Abarth/Punto Abarth EVO.	175	8C Tipo B/Montreal/8C Comp	149	Berlinas	48	75 Owners View x 2	19
205A	220	Abarth Grande Punto EVO.	197	8C 2300 v 8C Competizione.	163	Alfa Saloons: Giulietta, Giulia Super,		75 'Progetto Cinque'	22
207A Boano	48	Abarth Punto EVO Scorpione.	224	8C Engine Feature	151	90, Alfetta, 2000 Berlina	16	75 1.8, Tipo, Dedra	25
1000 Bialbero	50	500 Abarth 2008 Italy launch.	148	8C Tipo B 'P3'	253	Giulia Super Dutch Trofeo	35	75 Turbo Evo Presley's Car	36
1000 TCR	106	500 Abarth 2008 UK launch.	156	Alfetta 159 meets Maserati 8CL	14	Giulia Super "Carabinieri"	129	75 AROC Enzo's car "Rare"	48
1000 TC	145	500 Abarth Trofeo Brands (VBH).	166	Alfetta 159	24	Giulia Ti Super Racer	98	75 Turbo Humphrey's car	58
1000 TC v 600 Modified	238	500 Abarth Trofeo Cadwell.	170	Alfetta 159 Track Test	87	Giulia Super	34	75 Turbo Road car	58
Abarth Tipo 139	197	500 Abarth Trofeo GB Race 1.	171	Alfetta 12C	101	Giulia Super, TI & Nuova Super	76	75 Classic Choice	84
Abarth Tipo 140	201	500 Abarth Trofeo GB (CBH).	175	Bimotore	95	Giulia TI Super (Factory car)	196	75 At the 'Ring (Ron Simons)	93
1500S	217	500 Abarth Trofeo GB Roundup.	181	Clemar Bucci 2500SS	19	Giulia Coupes	82	75 3.0 V6 twin test (EMC)	139
2200 Allemano Spider	147	500 Abarth (Forge)	179	1900CSS	15	Giulia Dossier (105)	235	75 3.0 V6 vs 3.5 GTV6	157
850, 1000 OTR	55	500 Abarth SS Hillclimb UK	182	Tipo 33 Stradale	40	Bertone GTV	36	75 Buyers' Guide	167
1000 Berlina Corsa /Abarth Simca		500 Abarth 'Polizia'	204	Tipo 33 Stradale	164	Giulia Sprint GT Tripletest	65	75 Turbo IMSA (Arese)	175
2000 / 500 Esse Esse	167	500 Buyers' Guide	218	Tipo 33/3	56	Giulia 105 Series 3 car test	208	75 V6 Twin Test (Jupe)	219
750 GT Zagato / 500 Trofeo / 124		Abarth 595 by Oakley Design.	213	Tipo 33/3	111	Giulia (105) GTC	53	75 3 car Test	239
Stadale / 1000TC (VBH)	168	Abarth 595 by Oakley/TMC.	218	Tipo 33/3	188	GTAm/BMW 2002 Replicas	25	75 3.0 v Giulietta V6(Jupe)	262
850TC Nürburgring	103	Abarth 595 New V Old.	216	Tipo 33/2	194	GTAm 1750	39	Alfa SZ + Zagato Story	13
850 Allemano	58	Abarth 695 Biposto.	229	Tipo 33 Daytona	109	GTAm Turbo (Giordanelli)	44	Alfa RZ vs 3.0 Spider	26
OT 1600 (rep)	235	Abarth 695 New V Old.	251	Tipo 33 TT12	113	GTAm 1300 Peter Crutch	55	Alfa SZ/RZ Guide	41
Scorpione Corsa Prototipo	141	Abarth Classics at Franciacorte.	181	Tipo 33 TT12	258	GTA (Track Test)	70	Alfa SZ 3 car test	100
Abarths at Monza	58	Abarth Classics at Franciacorte.	191	Tipo 33 Concepts	124	GTA vs Lotus Cortina	77	Alfa SZ 24v Supercharged	136
Autobianchi A112 Abarth	75	Abarths 124 MY2017	248	Tipo 33 Elvio Deganello	204	GTA (Tipler)	159	Alfa SZ Buyers' Guide	167
Autobianchi A112 Abarth	170	Abarths 124 R-GT v		Tipo 33 33V	22	GTA 105 through to 155	197	Alfa SZ (Time Machine)	191
Autobianchi A112 Abarth	217	Ex-works 124 Group 4	259	Tipo 33/3	188	GTA 105 Giulia Sprint GT	203	Alfa SZ vs Stelvio (Zagato).	198
Ritmo (Alitalia)	90	Abarth Classiche	255	Tipo 33/3	194	GTA-R 290 (Alfaholics)	252	145 1.7 16v	2
Ritmo Group 2	229	Abarth MY2017 range test	257	Tipo 33/3	188	GT Junior/Fulvia/124 Coupe	147	145 CL vs BMW 318Ti	12
Formula Italia	90			Tipo 33/2	194	GT Junior with 75 Engine	247	145 1.8TS	19
Formula Abarth 033	138			Tipo 33/2	109	Spider Duetto/ S3 vs Fiat 124.	116	146 145 Team Cars	116
124 Abarth Rally	67	<b>ALFA ROMEO</b>		Tipo 33 Daytona	109	Junior Zagato	45	146 + 145 Buyers' Guide	103
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt1	167	Tipo 33 TT12	113	Giulia Spider (105 Prototype)	121	145 Cloverleaf/Bravo HGT	42
124 Abarths x3	145	100 Years of Alfa Romeo. Pt2.	168	Tipo 33 TT12	258	Alfa Spider 105 (Time Machine)	193	145 Cloverleaf/Bravo HGT	180
124 Abarth Rally	196	100 Years of Alfa Romeo. Pt3.	169	Tipo 33 Concepts	124	Alfa Spider 105 series	11	145 CL Fleet report	54
124 Abarth Rally Group 4	214	100 Years of Alfa Romeo. Pt4.	170	Tipo 33 33V	204	Alfa Spider Group test	79	145 vs 33 vs Mito	160
124 Abarth Rally Targa Florio	257	Autodelta	209	Tipo 33 33V	111	Alfa Spider Group test	145	145 Buyers' Guide	198
124 Abarth/Fulvia/Alpine	32	Autodelta at 50 GTA/TZ1 test	214	Tipo 33/3	188	S4/916/Brera Spider	186	145 Turbo by Autodelta	249
Polish/124 Group 4 Abarth	38	Alfa Romeo prototypes (TZ3)	171	Tipo 33/3	188	Alfa Spider (Unleaded conv)	25	146 1.6 Junior	32
San Remo Rally 124 Abarth	47	Alfa Romeo Commercials	192	Tipo 33/2	194	Alfa F1 179 vs Tornado etc	28	146 Ti vs Audi A3	30
131 Abarths x3	178	Alfa Romeo at Balocco P3/1300GTA		Tipo 33 Daytona	109	Alfa INDY car	207	146 2.0 Racer	76
131 Abarth Stradale	43	/155DTM/Disco Volante	173	Tipo 33 TT12	113	Alfasuds	42/72	147 Pre-launch test	51
131 Abarth	53	SE048 (Group C racer)	106	Tipo 33 TT12	258	Alfasud (Golden Oldie)	110	147 Italy launch	55
131 Abarth/Integrale/Coupe	58	RLSS	49	Tipo 33 Concepts	124	Alfasud V6 Alitalia (Colvil)	150	147 5-door + 2.0 Manual	59
131 Abarth Alitalia	68	RL	213	Tipo 33 33V	188	Alfasud 7 car test	151	147 Selespeed vs BMW 316	63
		6C 1750	38	Tipo 33/3	194	Alfasud Engine Feature	177	147 5-door 1.6 + 2.0	68
				Tipo 33/2	109	Alfasud Trofeo	219	147 GTA	76
				Tipo 33 Daytona	109	Alfasud 1.2 Ti	226	147 GTA Road Test	79
				Tipo 33 TT12	113	Alfasud Buyers' Guide	259	147 GTA Road Test (Steve Berry)	87
				Tipo 33 Concepts	124	Sudsprint (Time Machine)	185	147 GTA x 2 Autodelta	102
				Tipo 33 33V	188	Sudsprint Buyers' Guide	37	147 GTA Cup Track Test	92
				Tipo 33/2	194	Sudsprint Racer (Lewis)	86	147 GTA Modified	253
				Tipo 33 Daytona	109	Sudsprint 3 car test	138	147 GTA/Integrale/Coupe 20vT	164
				Tipo 33 TT12	113	33 Buyers' Guide	28	147 / 156 Monza Sport	70
				Tipo 33 Concepts	124	33 AKK Motorsport	38	147 1.6 Turbo (Autodelta)	78
				Tipo 33 33V	188	33 Turbo Alfa Aid	41	147 Rally Car SS1600	86
				Tipo 33/2	194	33 Buyers' Guide	111	147 1.9 jtd 16v	90
				Tipo 33 Daytona	109	33 P4 (Time Machine)	173	147 Range test 2005	101
				Tipo 33 TT12	113	Classic Saloons: Giulia Super 1.6 /		147 Facelift 2005	105
				Tipo 33 Concepts	124	2000 Berlina / Alfetta 1.8 /		147 Buyers' Guide (Soper)	114
				Tipo 33 33V	188	Giulietta 2.0	188	147 + GT Q2	127
				Tipo 33/2	194	Giulietta Turbo	123	147 JTD 24hr racer	131
				Tipo 33 Daytona	109	Giulietta (Time Machine)	171	147 Collezione	132
				Tipo 33 TT12	113	Alfetta 2.0 Saloon	231	147 Collezione + GT Blackline	145
				Tipo 33 Concepts	124	Alfetta GTV 2.0 Racer	115	147 Sport + GT Q2	137



147 JTD-M by Janspeed	149	156 GTA Sportwagon	71	8c Competizione	139	Pantera Si	100	410 S	32
147 Buyers' Guide	150	156 GTA Saloon	79	8c Competizione Spider	161	Pantera	228	410 Superamerica Ch.0671S	193
147 5 car group test	184	156 GTA Bridgestone tyres	82	8c Disco Volante Spyder	248	Guara	28	410 Carrera Messicana Ch.0594	199
155 ITC	11	156 GTA Monzasport	112	Alfa Range Test 2008	140	Guara Spider	40	268 SP Ch.0798	17
155 ITC (Arese)	143	156 GTA Buyers' Guide	160	4x4 33,155,159,164,Brera.	256	Guara Coupe	60	330 P	124
155 2.5 V6 ti (Martini)	213	156 JTS Sportwagon (Selespeed)	73	Alfa Cloverleaf 5 car test	178	Guara Barchetta	60	330 P Ch.0818	230
155 Buyers' Guide	24	156 JTS S/Charged Autodelta	124	MiTo Italian launch	147	Guara Switzerland	103	330 LMB track test	24
155 Buyers' Guide	68	156 V6 vs 2.4 JTD (OBD tuning)	82	MiTo UK launch	155	Mangusta/Qvale	47	330 LMB	232
155 Buyers' Guide	201	156 2.0 JTS (2002)	83	MiTo M430 by Marangoni	155	Mangusta/Pantera/Guara.	164	330 GTO at Monza	67
155 Q4/Dedra Integrale	32	156 Giugiaro Facelifted (1.9jtd)	84	MiTo Multiair	164	Mangusta (Ex Freddy Moss).	202	250 GTO/Daytona Replicas	12
155 4 car group test	150	156 Drivedata remaps	89	MiTo Multiair Cloverleaf	171	Longchamp vs Kyalami	64	250 GTO (#3505GT)	16
155 / 156 / 159 Saloons	183	156 20v M-Jet (2003)	93	MiTo 1.4 TB vs Abarth Punto	171	Factory Collection	72	250 GTO vs Jag E-Type	37
155 BTCC	231	156 2.4 M-Jet (Tunit)	97	Mito CL vs Grande Punto Abarth.	177	De Tomaso Prototypes	261	250 GTO vs 250 LM (Nord)	102
155 DTM Drive at Goodwood	260	156 GTA AM (Autodelta)	100	Mito Buyers' Guide.	189			250 GTO Goodwood Revival '09	165
164 3.0 V6 v Thema 16v Turbo	17	156 Buyers' Guide	102	Mito Carbonio (Monzasport).	191	<b>FERRARI</b>		250 GTO Ch.4675	169
164 Twin Spark	22	156 2.0 TS HBE Suspension	103	Mito 5 car group test.	193	Auto Avio 815	208	250 GTO x 2	200
164 Guide	49	156 3.7 South Africa	128	Mito 5 car group test.	257	Ferrari V12 Engine Feature	150	250 GTO (#3505GT)	231
164 Racer (Soper)	78	156 GTA/TSspark/V6 24v/JTD	172	Mito TwinAir.	200	Supersqualo	24	250 GTO (#3387GT)	252
164 Buyers' Guide (Soper)	105	156 GTA 4 car test	199	Alfa Giulietta Italian Launch.	170	Ferrari 246 vs 250F	172	250 LM	27
164 bimotores	107	156 GTA 3.7 by Autodelta	215	Alfa Giulietta UK Launch.	175	196S (rep)	91	250 LM	84
164 Procar	142	156/166/147/GT Range 2005	103	Alfa Giulietta + Mito MY2014.	215	195 + 196	21	250 LM	110
164 v Cromia v Thema v Saab.	153	156 Ti Buyers' Guide	182	Giulietta Marangoni G430	183	195S Coupe by Ghia	143	250 LM Ch.6045	195
164 (Time Machine)	188	156 Buyers' Guide Twinsparks	203	Giulietta TCT Launch	194	156 F1 Sharknose	93	250 MM Ch.0344MM	22
GTVs Modified (Autodelta 1997)	17	156 Auto / GT /156 GTA	240	Giulietta TCT	196	166 Fangio's first	51	250 MM Ch.0352MM	184
GTV 2.0 16v J10 (Autodelta)	22	166 News pages	24	Giulietta 3 car group test	197	166 F2/FL	240	250 Monza Ch.0432M	23
GTV 3.0	20	166 International Launch	27	Giulietta Buyers' Guide	216	166 Mille Miglia	153	500 MD/TR	101
3.0 GTV Spider vs RZ	26	166 UK Launch	32	Giulietta + Mito QV	223	166 Mille Miglia Ch.0066	180	500 TRC	137
24v V6 GTV	14	166 3.0 V6 24v	37	Giulietta + Mito QV	229	166 Mille Miglia Ch.0314M.	183	500 F2	139
24v V6 GTV	29	166 2.0 Twin Spark	49	Giulietta Sprint New and Old	227	166 MM Fontana Ch.024.	255	500 Mondial / Mille Miglia '08	160
24v GTV vs Lotus Elise	43	166 2.0 Twin Spark	71	Giulietta 4 car test (mod)	263	212 Export Mille Miglia 2010.	169	625 TRC Ch.0680	196
Spiders New & Old	35	166 Let's go to Italy	52	4C	184/211/214/220	212 Inter Coupe. Ch.0257	219	750 Monza Ch.0552	20
Spider Duetto vs 939	152	166 3.0 24v V6 Super	54	4C (Jamie Porter)	230	212 Inter Coupe. Ch.0137E	229	750 Monza (ice racer)	89
Spider 2.0 TS Fleet Report.	209	166 Germany Launch	88	4C Modified (Jamie Porter)	246	212 F1.	216	750 Monza Ch.0492M	187
Spider 105 S4/916 2.0/939 JTS.	221	166 TI (2.0 TS Lusso)	94	4C v 8C	223	340 America	10	750 Monza	234
Spider group test 916	256	166 Supercharged by Autodelta	134	4C SBK	236	340 America	45	212E Montagna (Hillclimber)	73
V6 Coupes Alfetta/916/Brera.	153	166 Buyers' Guide	148	4C Spider (News)	229	340 America	158	Dino Formula 2 Ralt	79
V6 Engine Feature.	153	166 Dossier	251	4C Spider	234	340 / 375 MM Ch.0320	207	275 GTS vs Nanchang	43
GTV Cup	39	V6 Saloons 164/166/159.	158	4C Spider RHD	241	335 S Ch.0674	241	275 GTS/Aston Martin DB6	49
GTV Cup (Road Car)	65	V6 Saloons Group Test		Club Racers 2012	200	500 Mondial	12	275 GTB/C Ch.09079	227
GTV Cup v Fiat 20v Turbo	224	155/156/164/166/159.	218	Club Racers 2015	234	500 Mondial	239	275 GTB/C	44
GTV (Autodelta)	50	1997 Scighera	33	Alfa Museum Revival 2014.	229	250 California/Mistral	30	275 GTB (Celebration)	98
GTV LMA/AROC Racers	85	Science Museum Exhibition	67	Alfa Museum Visit 2017.	262	250 California Guide	47	275 Tour	100
GTV6 LMA Racer (Soper)	112	Gippo Salvetti (Blue Team)	72	<b>Alfa Buyers' Guide Special Issue.</b>		250 California Spyder	128	275 GTB/4	130
GTV6 3.2 V6 in Italy	90	New Alfa Imports	81	Giulietta, Mito, Brera, 159Ti,		250 California Spyder x 2	148	275 GTB/4	134
GTV6 (916 V6 + 2.0TS facelift)	92	GT (2004)	89	147, GT, 156 GTA, 156 Ti,		250 California Concours Winner	215	275 GTB/4 (Ex McQueen)	223
GTV (916 Buying Advice).	96	GT (2004) JTS	84	GTV 3.2, 166, SZ.	229	250 GT Boano	34	275 GTB/4C	235
GTV (916 Buying Advice).	143	GT (2004) 1.9 jtd 16v	95	<b>Alfa Buyers' Guide</b>		250 GT Boano x 3	243	275 GTB/4C Ch.06885	260
GTV (916 3.0 Team Cars)	119	GT 3.2 V6 Novitec	110	Classics Special Issue. 1750 GTV,		250 GT prototypes	2	275 'NART Spyder'	145
GTV (3.0 Supercharged)	122	GT Novitecrosso 1.9 16v M-jet	99	Montreal, GTV6, 75, 155, GTV 916,		250 GT/GTO	92	275 GTS/4 'NART Spyder'	211
GTV6 3.2 Buyers' Guide	152	GT 3.2 V6 (Autodelta)	106	147 GTA, 156 GTA,	242	250 Europa Ch.0313	238	275 GTB Collectors' Guide	258
GTV6 v integrale v Coupe 20vT	155	GT 1.9 jtd 16v Novitec	141	<b>Giulia Special.</b> 101/750 Series, 105		Dino 246 Tasman	174	365P	64
GTV6 916 Series Group Test	244	GT Q2 v Giulietta Sprint Veloce.	147	Berlina, SS, 105 Bertone, GTA, TZ1,		Dino 246S	60	375 Plus Ch.0384	105
155 2.0 + V6 SZ & 33	20	GT Cloverleaf + 147 Ducati.	150	TZ2, MY2017 Giulia QV	254	Dino 246S Ch.0784	144	375 Plus	218
156 Supercharged (Engstler)	23	GT 3 car test.	168	Giulia 2015 Museum Launch	235	250 GT Pininfarina Coupe	38	375 Plus Ch.0388	181
156 Launch	18	GT Buyers' Guide.	176	Giulia 2015 Balocco Test	245	250 GT Pininfarina		375 MM Ch.0490	182
156 in Spain	20	GT 3.7 v 3.2.	233	Giulia Super	248	Collectors' Guide	255	375 S Ch.0030	232
156 Hormann	25	Brera (Ital Design Concept)	91	Giulia 2016 UK Drive	255	250 GT Cabriolet	220	330 TR Ch.0808	131
156 Superturismo	25	Brera Italian launch 2005	113	Giulia 2017 Veloce	259	250 GT Drogo	69	330 & 365GTC	31
156 ETCC track test	91	Brera / GT / 159 JTD-M	120	Giulia 2017 QV by Celtic Tuning	260	250 GT Nembo Spider.	137	330 GTS & 330 GTC	140
The Range 164 / 75 & GTV	26	Brera UK Launch 2006	119	Alfa Romeo Giulia Veloce RHD	261	250 GTE	101	330 GTC	231
156 2.5	27	Brera Spider Launch Italy.	123	Stelvio Italian Pre-Launch.	254	250 GTE Collectors' Guide	263	330 GTC Collectors' Guide	253
156 JTD vs 156 1.8TS	28	Brera Spider Launch Morocco.	132	Stelvio Italian Launch.	256	250 MM Mille Miglia 2010	174	365 GTS	85
156 Group N	29	Brera Spider J6 by Autodelta.	144	Stelvio UK Launch.	262	250 SWB replica	52	365 GT 2+2 Bora vs Jensen	35
156 Group N (Powermods)	69	Brera V6 Q4.	124	Police Cars last 60 years.	258	250 SWB Stirling Moss	56	365 GTC4 vs Espada	36
156 Selespeed	33	Brera 2.2 at MBW.	130	Alfa Romeo F12 van	261	250 SWB at Spa	104	Pinin (Four door)	144
156 2.0 Selespeed (SW)	70	Brera Q Tronic.	133			250 SWB Ch.2335	238	Daytona Spider	36
156 vs Audi A4 Quattro	33	Brera S Prodrive.	146	<b>CISITALIA</b>		250 GT Sperimentale Ch.2653	20	Daytona Spider by Straman	250
156 Q system/Selespeed	34	Brera S Buyers' Guide.	165	Cisitalia 202	92	250 GT TDF Ch.1309	14	Daytona Group 5	107
156 1.9 JTD	41	Brera 3.2 V6 Vs GTV6 3.2.	181	Cisitalia 202 Nuvolari Spider	241	250 GT TDF	151	Daytona by Michelotti	146
156 2.4 JTD	67	Brera 3 car group test.	227	Cisitalia Voloradente	202	250 GT TDF Ch.0585 (Disney).	227	Daytona vs Ferrari 599	150
156 Buyers' Guide	44	159 (John Simister)	105	Cisitalia 360 Grand Prix	225	250 Lusso (Fyshe)	42	Daytona 'Pozzi' V Road Car.	236
156 Buyers' Guide (Soper)	138	159 V6 (John Simister)	108	Cisitalia Automobili	226	250 Lusso	94	Ferrari 365 GTB/4 Daytona	261
156 Sportwagon	45	159 V6 Range Test	109			250 Lusso	97	NART Panther.	256
156 Corsa	46	159 2.4 JTD-M 2.2 JTS	117	<b>DE TOMASO</b>		250 Lusso (4.0)	121	246 Racer (goodwood T Dron)	88
156 Sportwagon JTD	47	159 Sportwagon Italy Launch	118	Mangusta	78	250 Lusso Concours Winner	193	246 GT/GTS	11
156 Sportwagon JTD 16v	175	159 Sportwagon 2.2 V6 Q4	122	Vallelunga	20	250 Testarossa/206 SP (Fiorano)	90	246 GT	48
156 Sportwagon	48	159 Ti	139	Vallelunga	113	250 Testarossa Ch.0714	161	246 GT vs Stratos	81
156 Group N Racer	49	159 V6 Q4 (Nordschleife)	141	Deauville	98	250 Testarossa Ch.0738	173	246 GT Buyers' Guide	163
156 Superturismo Track Test	81	159 2.2 J4 Supercharged	153	Deauville (2011)	183	250 Testarossa	237	246 GT Buyers' Guide	238
156 + GTV (Autodelta)	50	159 2.0 JTD-M	166	King Cobra	136	206 SP Track test	133	246 GT Classiche Feature	205
156 Sportwagon 1.6	53	159 1750 Tbi	167	Pantera Racer	10	206 SP Maranello	197	246 GT/GTS Collectors' Guide.	252
156 Tarox & Zender	52	159 1750 Tbi SW	182	Racing Pantera vs Testarossa	26	206 P Berlinetta Ch.0834	251	246 GT/GTS	237
156 Red Dot brake test	53	159 5 car group test	190	Pantera Racers	41	206 Spider	220	Dino V6 Engine Feature	180
156 / 147 Monza Sport	70	Brera S Supercharged /GT 3.7/159		Pantera owners view	44	290 MM Ch.0626	170	246 Dino vs Urraco vs Merak.	190
156 GTA Launch	69	3.2. Autodelta (UK)	166	Pantera Restoration	68	290 MM Ch.0626(News)	239	312 P	63



312 F1	30	355/Diablo/ AR F1/Tornado	28	F430 GTC Team Modena.	156	509	140	128 Golden Oldie	109
312 T5	66	355 Spider F1	29	F430 Scuderia 16M.	164	510S	173	128 Rally (Michael Ward)	110
312 T3	80	355 Challenge car	54	F430 Vicki Butler Henderson.	165	521C	98	128 Rally	227
312 B3 "Spazzaneve"	129	355 Challenge (Rockingham)	70	F430/360/355/348/328.	205	514 Spider	133	128 Fleet report (M.Ward)	209
312 B2 F1	149	355 + 360 by Imola Racing	90	F430 Buyers' Guide.	242	8V	37	128 5 car test	163
330 P4 Can Am	161	355 / 360 / 430 V8s	115	Enzo	83	8V	157	128 3P Buyers' Guide	177
330 P4 Ch.0858	218	355 Buyers' Guide	154	Enzo	101	8V		128 3P Montecarlo Historic	195
P3/4	54	355 Buyers' Guide	232	Enzo vs Maserati MC12	158	2392800 State Phaeton	115	128 MK1 4 door Restoration	248
P3 at Spa	118	365 Iding (355)	20	Ferrari/FIA GT Championship 03	87	1800	120	130 (Steve Berry)	108
712 Can-AM	76	456 GTA	14	Ferrari Club Racers 208/355/360	94	1900 Granluce	195	130 vs Gamma	151
712 Can-AM	254	456 M GT	25	599 GTB Fiorano	120	2300	117	131 Mirafiori	15
512 M 'Sunoco'	13	456 Estate/Spider/FX	58	599 GTB Fiorano	142	2300S Coupe	235	131 Sport (Golden Oldie)	118
512 M 'Tergal' Ch.1002	246	456 M GT vs Daytona	66	599 vs Daytona	150	Balilla 508S	26	131 Mirafiori (Abarth by RSD)	227
512 S	55	456 M GTA Buyers' Guide	183	599 Drive Story	156	Balilla Taxi	131	132 + Argenta VX	127
512 S/M 712	228	456 M GTA Buyers' Guide	230	599 HGTE	159	Topolino (Hotrod)	75	132 Flares by Michelotti	81
512 S vs Porsche 917	163	456 M Racer	195	599 HGTE	166	Topolino Variations (Sparrow)	69	The Collectors 124/500/128	39
512 BBLM	40	F50	10	599 Hybrid	172	Topolinos	80	X1/9	12
512 BBLM	155	F50 Track Test (Donington)	28	599 GTO	178	Topolino 500B	106	X1/9 Best Buy	33
365 Boxer vs Bora 4.7	78	F50 Track Test (Rockingham)	68	599 Tribute Mille Miglia	188	Topolino Mare	204	X1/9 Buyers' Guide (Soper)	106
512 Boxer	23	550 Maranello	11	599 XX	217	500 (Modified)	27	X1/9	23
512 BBi Buyers' Guide	62	550 Maranello vs Vantage	22	599 Buyers' Guide	245	500 (Sparrow)	58	X1/9 (Modified)	41
512 BB Buyers' Guide	236	550 Maranello vs Aircraft	40	Ferrari Technology (Dron)	139	500 Variations (Sparrow)	62	X1/9 x 2 (Modified)	150
512 BBi v Pantera v Bora.	154	550 Maranello (Prodrive)	75	California GT 2008	151	500 Jolly (Sparrow)	66	X1/9 Dallara (Val Savio)	103
512 BB	114	550 Maranello Buyers' Guide.	209	California GT 2010	177	500 50th Birthday	134	X1/9 Abarth Prototipo (Rep)	104
512 BB	254	550 Maranello Buyers' Guide.	237	California HS	197	500 Coccinella	136	X1/9 Club Racer	115
500 Superfast	228	550 Barchetta (News)	54	California T	223	500 Engine Feature	156	X1/9 Buyers' Guide	157
365 GT4 BB Buyers' Guide	179	550 Barchetta Track Test	65	California T	242	500 Buyer's Guide	173	X1/9 (Time Machine)	181
365 GT4 BB 512 BB Testarossa	180	575M (John Simister)	70	California T HS	244	500 Based Spada Zanzara.	212	X1/9 VX (Modified)	219
512 Testarossa Reader's Car	209	575M Manual (Steve Berry)	86	Ferrari at Palm Beach 2009.	157	500 L. Readers' Car	217	X1/9	202
Ferrari V8 Engine Feature	157	575M Novitec	112	Ferrari at Le Mans 1998.	18	500 The Coachbuilt cars	243	X1/9 2 car test (Modified)	226
308 GT4	18	575GTC	98	Ferrari at Le Mans 2009.	160	500 Sixty Years	257	Strada 130TC vs Beta VX	35
308 GT4	26	575GTZ	133	458 Italian Launch.	167	500 Ferves Ranger	259	Strada 130TC/105TC	26
308 GT4 vs Merak SS	50	612 Scaglietti	88	458 Italia Sebring 12h.	187	600 (Modified)	18	Strada 130TC/105TC	132
308 GT4 vs Urraco vs Merak	149	612 Scaglietti (John Simister)	93	458 ISpa 24h (2015).	238	600s	29	130TC v Grande Punto Abarth	158
308 GT4 LM (NART)	194	612 Scaglietti	97	458 by Oakley Design.	184	600s (Modified)	82	Strada 130TC	187
308 Buyers' Guide	43	612 Scaglietti/456/400	111	458 vs Gallardo Superleggera	186	600GT (Tornado Lotus engine)	193	330bhp Strada Cabrio	34
308 GT4 Buyers' Guide	219	612 Scaglietti Road Trip	123	458 Spider	191	600 Prototype	205	BMW V8 Strada Cabrio	63
308 GT4 Buyers' Guide	234	612 Scaglietti HGTC	129	458 Italia (EVO 2)	192	600	234	Strada (Time Machine)	197
308 GTB/GTS Buyers' Guide.	241	612 Scaglietti Buyers' Guide.	246	458 Italia Buyers' Guide	248	600 Jolly	246	Modified Pandas (MK1)	20
308 GTB	126	Ferrari V12 Buyers' Guide.	260	458 Spider vs Gallardo Spyder	204	Fiat 1100S Millecento	52	Panda Buyers' Guide	75
308 GTB Michelotto	181	Ferrari by Alcan	30	458 Speciale	216	Fiat 1100S Millecento MM.	162	Panda MK1 (Time Machine)	172
308 GTB Michelotto (Olio Fiat).	187	Ferrari at Le Mans	18	458 Speciale on Silverflag '14.	225	Fiat 1100D Millecento	123	Panda Nuova (launch)	86
308 IMSA Track Test	87	Ferrari at Le Mans	26	458 Speciale v 430 Scuderia v 360	244	Fiat 1100 EZ Millecento	198	Panda 2004	91
308 Carma FF	201	Ferrari at Le Mans (Historic)	80	Challenge Stradale	237	1100 TV	128	Panda in Dozza	94
308 GTS vs Urraco	65	Ferrari at Imola	32	Ferrari Finales 2005 Monza	103	1100 103 TV	225	Panda 1.2	97
308 GTS vs Jalpa.	162	Ferrari at Monza	69	Ferrari 60th at Silverstone	135	1100 Padmini	119	Panda 4x4 MK1 Buyers' Guide	185
308 4 car test.	171	Ferrari at Shelsley Walsh	78	Ferrari 60th at Fiorano	136	1200+1500 Cabriolets.	233	Panda 4x4 (2004)	99
328 GTS v Porsche 911	19	Ferrari at Fiorano	113	Ferrari Superamerica	109	Formula Juniors	28	Panda 4x4 (2005)	104
328 and 348 Buyers' Guide	46	Ferrari Supercars at Mugello	115	Ferrari Tribute Mille Miglia 2010.	176	1500L	176	Panda 4x4 Cross	224
328 Buyers' Guide	147	Ferrari F1	13	Maranello Rosso Collection	182	1600S Coupe	96	Panda 4x4 Cross (UK)	226
328 Buyers' Guide	231	Ferrari F1	18	Ferrari Mondiali at Mugello	219	OSCA 1500S Coupe	41	Panda MK1 (Time Machine)	172
328, 348, 355, 360	82	Ferrari F1	47	Ferrari by Pininfarina 60 years	203	1400B Junior	215	Panda MK1 4x4 (Time Machine)	192
348 GTC/GTS	32	Ferrari F1 2000	78	Ferrari by Bertone	221	850 Buyers' Guide	53	Panda MK1 4x4 v MK v MK3	262
348 Spider/Mondial	58	Ferrari F1 126C4 Track test.	168	Museo Casa Enzo Ferrari	196	850 Bertone Race Team	221	Panda Cross 4x4 / Monster	129
348 tb+ts Buyers' Guide	243	F1 Ferrari/Minardi Test	27	Maranello Concessionaires	244	850 Coupe v Spider	245	Panda 100hp Italy Launch	126
400 Buyers' Guide	39	F1 Today and Tomorrow	32	FF	183/202	Dino Coupe vs Spider	118	Panda 100hp UK	136
400 Buyers' Guide (Hackett).	112	F1 Season Round-up	53	FF by Oakley Design	219	Dino Coupe vs Spider	250	Panda 100hp 3 car test	213
400 Cabrio by Straman.	138	Maranello Concessionaires	49	F12 Berlinetta	201/212/222	Dino Spider / Biturbo/Montreal	159	Panda 100hp v 500S	232
412 Buyers' Guide.	190	50 years of Ferrari Poster	38	F12 TDF	241	Dino 2400 Buyers' Guide	175	Panda Buyer's Guide	149
400/412 Buyers' Guide.	233	Coys Historic Festival	41	LaFerrari	207/221	Dino 2400 Buyers' Guide	239	Panda Group Test	179
412 Reader's Car	206	333 SP (Derek Bell)	15	LaFerrari vs Bugatti Veyron vs		124 Saloons	215	Panda 160hp (Turbo)	184
Mondial 3.2/3.4	29	333 SP	45	F35 Lightning	249	124 Special	252	Panda MK3 Italian Launch	193
Mondial Buyers' Guide	197	360 Modena	37	488 GTB	237	Fiat Twin Cam Engine Feature.	149	Panda MK3 UK Launch	195
Mondial Buyers' Guide	235	360 Spider	45	488 GTB v Huracán	247	124 Spider vs Barchetta	18	Panda MK3 4x4 Italy	202
Testarossa/Pantera (Racers)	26	360 Spider	52	488 Spider	239	124 Spiders	50	Panda TwinAir Rally Phil Young	205
Testarossa vs Countach	33	360 Spider (Digitec)	75	488 Spider	251	124 Spider vs Fiat Barchetta	148	Panda MK3 4x4 UK	206
Testarossa Buyers' Guide	244	360 Club Fiorano Test	59	GTC4 Lusso	247	124 Spider vs Alfa Duetto	116	Uno	10
288 GTO Evoluzione	2	360 Spider (Hamann)	63	GTC4 Lusso T	256	124 Spider Buyers' Guide	164	Uno 45 (Time Machine)	179
288 GTO Evoluzione (Nord)	89	360 Challenge Stradale	85	70 Years of Ferrari A-Z Pt1	256	124 Spider + Tom Tjaada	203	Uno Racer (Bailey)	29
288 GTO Evoluzione Track Test	105	360 Manual vs Ducati 999	88	70 Years of Ferrari A-Z Pt2	257	124 Coupes	52	Uno Racer (Neil Smith)	79
288 GTO Evoluzione	233	360 Bi-Kompressor (Novitec)	96	70 Years of Ferrari Top Racers	260	124 Coupe/GT Junior/Fulvia 1.3	147	Uno Turbo MKII	23
288 GTO v Porsche 959	18	360 Bi-Kompressor (Novitec).	100	812 Superfast	259	124 AC Coupe / 124 Spider	222	Uno Turbo MKI vs MKII	125
288 GTO (Simon Park)	95	360 Racers x 2	104	V8 Buyers' Guide:		Fiat 124 Sport Coupé AC/BC/CC	261	Uno Turbo MKI vs Cromia Turbo	224
288 GTO V 488 GTB	257	360 Modena (Manual v Gallardo)	182	308GT4/GTB/328/348/		125	49/95/220	Uno Turbo MKI vs MKII	247
F40LM vs Bugatti EB110SS vs Diablo		360 Modena Buyers' Guide	240	Mondial/355/360 Modena	259	125 S	161	Tipo, Alfa 75 1.8, and Dedra	25
SV Roadster	176	F430	99			125 Group 1	211	Tipo 2.0 16v	54
F40 vs Bugatti EB110SS	15	F430 Spider	106	<b>FIAT</b>		125 Samantha	105	Tempra (Best Buys)	31
F40 vs Porsche 959	34	F430 Spider (Phil Ward)	119	Mephistopheles	186	125 Samantha Ireland	210	Cromia IE Turbo(Time Machine)	178
F40 vs Ducati 996SP	41	F430 by Novitec	116	1899-1999 4hp	42	Superchargers 124 and Argenta	30	Cinquecento Sporting	2
F40 Michelotto	76	F430 Vs Gallardo SE	122	1905 60hp	226	Fiat the Seat Years	35	Cinquecento Abarth	12
F40 Michelotto	214	F430 Challenge Corse Clienti	125	1906 Fiat Heavyweights	16	Seat Rally Years	42	Cinquecentos (Modified)	17
F40 LM	189	F430 Whisky Trail	128	803 Corsa	44	127 Sport 1050cc	76	Cinquecento Buyer's Guide	26
F40 Buyers' Guide	247	F430 Bi-Kompressor (Novitec).	132	501	86	127 Group Test	129	Cinq Sporting Buyer's Guide	187
F40 at 30	262	F430 Scuderia.	138	503 Spider	188	128 Racer (Giovanni's)	22	Cinquecento Sporting	41
355 vs Cobra vs 200NSX	26	F430 Scuderia.	153	505	46	128 1100 CL Fleet report	45	Cinquecento Sport x2 Modified.	258



Cinquecento Trofeo 120bhp	66	Bravo/Brava	10	Croma (2005)	107	Gallardo	81	Aurelia B24 Spider + Flavia.	249
Hormann Cinquecento SX	42	Bravo/Brava/Marea	59	Croma (UK Steve Berry)	111	Gallardo (Track Test)	84	Aprilia + Aurelia	100
Seicento (Launch)	23	Bravo/Brava Buyers' Guide	69	Croma in Ireland	118	Gallardo (Road Test Italy)	93	Aprilia Langenthal	108
Seicento Turbo (Novitec)	30	Bravo SX	34	Croma 2.4 20v Multijet	122	Gallardo Police Car	108	Aprilia	166
Seicento Sporting	44	Bravo HGT & Marea	15	Croma Buyers' Guide	210	Gallardo Spyder	116	Aprilia (Fred Gallagher)	188
Seicento Sporting and S	56	Bravo HGT	17	Sedici 4x4 Italy Launch	115	Gallardo By Hamann	118	Astura	88
Seicento (UAD Motorsport)	70	Bravo HGT	36	Sedici 4x4 UK Launch	120	Gallardo By IMSA	126	Astura by Pinin Farina	185
Punto Sporting MK1 (Launch)	16	Bravo HGT DC Cook	41	Sedici 4x4 1.9 Multijet	131	Gallardo GT3 by Reiter Eng.	130	Astura by Castanga (Villa D'este)	95
Punto Sporting MK1	21	Bravo HGT vs Alfa 145 CL	42	Scudo	129	Gallardo by Reiter Eng.	139	Astura + Appia	111
Punto (Buyers' Guide)	56	Bravo HGT vs Alfa 145 CL	180	Fiorino	142	Gallardo GT3 Adria Track test.	145	Astura MM Sport	203
Punto 1.2, 1.9 JTD, HGT	82	Brava 105 JTD	41	Linea	144	Gallardo Superleggera	132	Astura	241
Punto MK2 Group test	120	Brava 100 16v	53	Qubo	151/157	Gallardo Superleggera	143	Flaminia	39
Maggiore - Puntograle	31	Bravo 1.4 T-Jet (Launch 2007)	130	Dualogic Panda/Punto/500	186	Gallardo LP570-4 Superleggera	171	Flaminia Sport	42
Modified Punto GT Turbos	39	Bravo (UK Launch 2007)	135	Freemont 4x4	197	Gallardo LP570-4 Superleggera	199	Flaminia GTL	76
Modified Punto GT Turbos	64	Bravo 1.4 T-Jet (Launch 2008)	140	Freemont 4x4 Cross	224	Gallardo Superleggera v 458.	186	Flaminia 3 car test	172
Punto Mk2 - Turin launch	37	Bravo ECO	148	Freemont 4x4 Cross	231	Gallardo LP560-4	146	Flaminia 2.5 3C Zagato.	258
Punto LS design	46	Bravo 1.4 T-Jet + 1.6 M-Jet	202	124 Spider MY2016	240	Gallardo LP560-4 v Countach.	156	Flaminia 3c Speciale (Lopresto).	218
Punto - Sicily launch	40	Bravo Buyers' Guide	207	124 Spider MY2016	246	Gallardo LP560-4 Spyder.	162	Lancia Flaminia Convertible vs	
Punto Rally Super 1600	42	Ulysse	10/80	124 Spider MY2016 UK	250	Gallardo Super Trofeo.	159	Alfa 2600 Spider.	255
Punto Rally Super 1600	56	500 2007 Launch	135	Tipo Spider MY2016	245	Gallardo Super Trofeo.	166	Flavia Coupe	17
Punto Rally Super 1600 (Test)	78	500 2007 1.3 Diesel	139	Tipo Spider MY2016 UK	250	Gallardo Balboni.	163	Flavia Coupe (Golden Oldie).	123
Punto HGT	45	500 2007 1.3 Diesel (remap)	144	Fullback	257	Gallardo Spyder Performante.	194	Flavia Zagato + Convertible	170
Punto HGT (jtd) 2004	98	500 2008 1.4 Lounge	140			Gallardo 5-95 by Zagato.	263	Fulvia Zagato x 2	19
Punto HGT 2005	104	500 2008 UK launch	142			40 years of Lamborghini	83	Fulvia Zagato Historic racer	60
Punto HGT Buyers' Guide	166	500 2008 1.4 Sport	159	<b>ISO</b>		Countach/Diablo/ Murcielago.	135	Fulvia Zagato twin test	213
Punto HGT Fleet report (M.Ward)	210	500C	161	Iso Story Pt1	12	4 car test: Urraco/Silhouette/		Fulvia/Abarth/124/Alpine	32
Punto Speedgear Launch	47	500 TwinAir	174	Iso Grifo A3/C	31	Jalpa/Gallardo	94	Fulvia Spotters' Guide	33
Punto Speedgear	60	500 TwinAir	178	Iso Grifo A3/C	109	Jalpa vs Ferrari 308 GTS	162	Fulvia Classic Choice	83
Punto JTD	51	500 3 car test	174	Iso Grifo IR8	124	Aventador	185	Fulvia F&M Specials	90
Punto 1.9 JTD	67	500 Buyers' Guide	181	Iso Grifo S	236	Aventador	195	Fulvia F&M Specials	232
Punto Sporting Turbo R&A	59	500 3 car test	214	Iso Grifo GL 365	246	Aventador + Typhoon	225	Fulvia 1.6 HF	92
Punto/Seicento Abarth	60	500 4 car test	192	Iso Fidia	160	Aventador/Murcielago/Diablo	200	Fulvia S05	98
Punto Facelifted	83	500L Launch (Turin)	198	Iso Rivolta GT	216	Aventador LP760-2 by Oakley	198	Fulvia 2C (racer)	103
Punto Facelifted Driven (Berry)	85	500L Launch	207	Iso Rivolta Racer	216	Aventador vs Abarth 595 by		Fulvia Zagato Club Racer	115
Grande Punto Launch	112	500L Trekking	211	Isotta Fraschini	90	Oakley Design	213	Fulvia 1600 HF (Simister)	121
Grande Punto UK Launch	116	500L Trekking	212			Aventador LP750-4 SV	235	Fulvia V4 Engine Feature	146
Grande Punto Sporting (1.9).	117	500L MY2017	258	<b>LAMBORGHINI</b>		Aventador S	256	Fulvia 1.3/124 Coupe/GT Junior	147
Grande Punto Sporting Novitec	125	500 + 500L MY'14 Range Test	219	Miura V12 Engine Feature	147	Aventador Roadster	207	Fulvia Marlboro (Munari)	192
Grande Punto 120 Eleganza	123	500x Italian Launch	228	Miura S (Twiggy)	18	Huracán LP610-4	202	Fulvia 1.6 HF Fanalone + integrale	
Grande Punto T-Jet	141	500x Vs Renegade on Snow	232	Miura (Shah of Iran)	39	Huracán LP610-4	236	Fulvia 1600 HF	
Grande Punto 1.4 T-Jet + 1.9.	146	500x Vs Renegade	249	Miura (Giordanelli Rebuild)	106	Huracán HM680-4 (Oakley)	230	Fulvia 50th Anniversary	212
Grande Punto EVO.	165	500x UK	233	Miura (3 car test)	111	Huracán Spyder	242	Competizione Prototype	204
Grande Punto EVO. (VBH)	168	500 MY2015	236	Miura Jota (Piet Pulford)	120	Huracán Performante	258	Final Edition	181
Grande Punto Buyer's Guide	184	500 MY2015	237	Miura P400	145			Gamma	101
Grande Punto Buyer's Guide	221	500 Anniversario	260	350 GT	152	<b>LANCIA</b>		Gamma vs Fiat 130	151
Grande Punto TwinAir	195	Multipla + Vignale Gamine	130	400 GT	11	Lancia Collection K Sport	175	Gamma 4 car test	189
Grande Punto 3 car group test	201	Multipla	36	400 GT Monza	113	Lancia Reunion (Miki Biasion)	180	Gamma Coupe (Time Machine).	206
Coupe 20v/Turbo	13	Multipla	44	Espada vs Ferrari 365GTC4	36	Lancia Theta 35hp	102	Sibilo by Bertone	206
Coupe 20v/Punto ELX	25	Multipla Eco versions	45	Espada	119	Lancia Tipo 55 Corsa	78	Stratos Alitalia/Prototype	2
Coupe 20v Turbo LE	28	Multipla 1.9 JTD	50	Espada Restoration Parts 1-7		Lancia D25	242	Stratos Replicas vs Original	10
Coupe 16v Buyers' Guide	30	Multipla 1.9 JTD	66	197/199/200/201/203/206/210		Lancia D50 (Track Test)	71	Stratos (San Remo 1974)	47
Coupe 16v vs Integrale	68	Multipla 1.9 JTD (Modified)	79	Espada 3 car test	239	Lancia D50	240	Stratos GT0/GT car	51
Coupe 16v Turbo Prototype	259	Multipla Facelift 2004	96	Silhouette	13	90 Years of Lancia	12	Stratos vs Dino 246 GT	81
Coupe/Honda/Pug 306	31	Multipla Facelift 2006	127	Jarama GTS	141	Lambda	11	Stratos - 30 years of	85
Coupe 20v	39	Multipla Buyer's Guide	113	Jalpa	35	Lambda Airway	32	Stratos World Meeting 2007.	140
Coupe 20v Turbo (Modified)	40	Multipla Buyer's Guide	202	Islero	96	Lambda	53	Stratos Stradale + Group 4.	117
Coupe 20v Turbo Plus	43	Doblo MPV and Van	62	Islero S	177	Lambda 7th Series Torpedo	186	Stratos Prototype.	152
Coupe 20v Fleet report	45	Doblo and Iveco Truck	63	Urraco vs Ferrari 308 GTS	65	Lambda 73 car test	211	Stratos (Heseltine).	233
Coupe 20v Fleet report	143	Doblo 1.9 JTD MPV	73	Urraco vs Merak vs 308GT4	149	Dilambda S2 Carlton DHC	143	Stratos Chequered Flag Story.	243
Coupe 20v Turbo Fleet report.	209	Doblo Italian Launch 2006	114	Urraco vs Merak vs 246 Dino	190	Dilambda S2 Offord Cabriolet	184	Stratos Group 4 x 2	244
Coupe Buyers' Guide	48	Doblo Family MY2009	171	Urraco vs Gallardo Balboni vs		Lancia/Alfa Ghia Coupes	22	Stratos Group 4 Track Test	249
Coupe Buyers' Guide (Soper)	109	Ducato 160 Multijet	121	Huracán Spyder	262	Lancia Commercial	66	Stratos - 2005	103
Coupe Buyers' Guide	137	Ducato MY14	223	LM002	133	Augusta	240	Stratos New 2010	179
Coupe x 3 Modified	126	Marea HLX	17	Countach LP400	17	Ardea	96	Rally multi car feature	99
Coupe 20v Turbo 185bhp	55	Marea 20v Weekend	42	Countach LP400 v LP560-4.	156	Appia	36	Rally multi car feature	255
Coupe 20v Turbo Buyers' Guide	153	Marea Weekend 2.4 Team Cars	124	Countach vs Testarossa	33	Appia Vignale	63	Betas Modified	32
Coupe 20vT/GTV6/integrale	155	Marea Buyers' Guide	115	Diablo SV	24	Appia meets Ypsilon	113	Beta	13
Coupe 20v Turbo 3 x modified	200	Importing Italian Cars	40	Diablo/355/F1/ Tornado	28	Appia Zagato	138	Beta Historic racer	60
Coupe 20v Turbo v GTV Cup	224	Ecobasic (News)	49	Diablo SVR Track Test	14	Appia Furgoncino	180	Betas Coupe/HPE/Saloon	55
Coupe 20v Turbo 3 car test	242	Stilo (Launch)	62	Diablo GT/SV/SE30	42	Appia Convertible	194	Beta VX vs Strada Abarth	35
Postert Fiats	13	Stilo (Launch)	67	Diablo GT	46	Lancia Appia S1,2,3	261	Beta Coupe/Saloon/Montecarlo.	139
Coupe + Barchetta by Novitec	19	Stilo Multiwagon (Launch)	80	Diablo 6.0 VT	50	Aurelia V6 Engine Feature	148	Beta Coupe Alitalia (Colvil)	150
Flying Fiats (Irish Racers)	113	Stilo 1.8 16v	71	Diablo GTR (Reiter Eng)	137	Aurelia	43	Beta HPE (Time Machine)	177
Barchetta Buyers' Guide	22	Stilo 1.9 JTD	72	Murcielago	63	Aurelia B20 Series 1	107	Beta Volumex x 2	260
Barchetta Buyers' Guide	71	Stilo 1.9 JTD (Modified)	79	Murcielago	64	Aurelia B20 Pichon Parat	125	Trevi Bimotore	237
Stola Monotipo/Barchetta	25	Stilo 2.4 Abarth	92	Murcielago (Road Test)	72	Aurelia B20 (S2+S3)	200	Montecarlo	16
Barchetta (Auto Haven)	25	Stilo Schumacher	108	Murcielago (Track Test)	83	Aurelia B20 Irish Racer	213	Montecarlo V6 Alfa engine	34
Barchetta/Alfa 156/GTV	27	Stilo Schumacher Buyers' Guide	208	Murcielago Vs Porsche 996	86	Aurelia B20 'Outlaw' TK	242	Montecarlo Buyers' Guide	161
Barchetta/Punto (Modified)	31	Stilo Buyers' Guide	145	Murcielago Roadster	106	Aurelia B24S	23	Montecarlo Turbo (Martini)	206
Barchetta Turbo (Novitec)	33	Idea Launch	98	Murcielago Roadster (Batman).	117	Aurelia B24 Spider	46	Martini LC1	207
Barchetta (Revisited)	54	Idea (Steve Berry)	83	Murcielago LP640	121	Aurelia B24 Spider	127	Martini LC2	208
Barchetta Facelift	97	Idea Fleet report	107	Murcielago LP640 vs Typhoon.	136	Aurelia B24 Spider		LC2 Track Test	96
Fiat Barchetta vs 124 Spider	148	MPV multitest Doblo/Idea/		Murcielago R-GT (GT1 racer)	129	+ B52 Rosa d'Oro	154	037 Rally Stradale	67
Fiat Barchetta Buyers' Guide	151	Multipla/Ulysse	102	Murcielago R-GT (GT1 racer)	142	Aurelia B24S Convertible	87	037 Rally Stradale	245
Fiat Barchetta Buyers' Guide	254	Croma Turbo vs Uno Turbo MKI	224	Murcielago LP670-SV	165	Aurelia GT 2500 Spider	190	037 Rally Martini (Volta)	62



037 Rally Olio Fiat (Grifone)	144	V4 Sport	229	Barchetta (Bone)	42	GranTurismo Buyers' Guide	249	Fiat Forum	154
037 Rally Olio Fiat (Grifone)	199	Eldorado	29	Barchetta (Bone)	217	Grand Tour with QP5 S & GT	150	Stratos Replica Club	158
037 Rally Wurth	230	Alfieri Collection (pre Panini)	16	Shamal	18	MC Stradale	183	Alfa Romeo Owners Club	159
Delta HF Turbo	29	Heritage 450S	26	Shamal	238	MC Stradale	221	Clubcento	165
Delta S4	31	150S + Maria Luisa IV Boat	234	Quattroporte Series I (Antas)	134	MC Stradale (Lago d'Iseo)	224	Lancia Motor Club	166
Delta S4 Cesare Fiorio's	72	300S (Spa)	110	Quattroporte Series I	66	GranCabrio	169	Fiat 131 3ma	169
Delta S4 ride (Val Savioere)	78	300S	209	Quattroporte Series I	121	GranCabrio	180	Fiat Strada 130 Club	172
Delta S4 ECV1	179	450S (Recreation)	84	Quattroporte by Frua	233	GranCabrio Sport	188	Alfa Romeo Giulietta Register	177
Delta S4 Martini	210	450S (Spa)	91	Quattroporte Series II	122	GranCabrio Sport	194	Maserati Club	181
Delta S4 Stradale	222	Tipo 63	36	Quattroporte Series III	46	GranCabrio Sport + Yacht	198	Fiat Punto Sports Club	189
Delta 40th Anniversary	161	Tipo 63 (Panini)	102	Quattroporte Series III	123	GranCabrio/GranTurismo S/		Fiat X1/9 Club	190
Delta 4HF 4WD	169	Tipo 61	89	Quattroporte Series IV v BMW	21	Quattroporte GTS	175	Abarthisti	191
Delta Integrale 8v Team Cars	198	Tipo 61 Birdcage Ch.2461	211	Quattroporte Series IV Evo	38	GranCabrio/GranTurismo/MY18	260	Fiat Register	192
Integrale Special Editions	21	A6GCM	47	Quattroporte Series IV	124	GranCabrio/GranTurismo S MC		Montecarlo Consortium	197
Integrale v Escort Cosworth	15	A6G2000 Zagato	34	Quattroporte Series V	91	Sportline / GranTurismo S Auto	186	Fiat Dino (The Other Dino)	198
Integrale 8v/Nissan Skyline	23	A6GCS Pininfarina Coupe	49	Quattroporte Series V (2004)	96	Maserati Museum (100years)	224	Club Lancia Sport	200
Integrale vs Caterham	44	A6GCS	245	Quattroporte Series V (Yellow)	103	Maserati Centennial	227	ISO Club	203
Integrale Buyers' Guide	49	A6G 2000 by Frua	49	Quattroporte V Sport GT	119	Maserati Ice Driving	193	Lamborghini Club	206
Integrale/Coupe/131 Abarth	58	A6G Frua Coupe	72	Quattroporte V Sport GT	125	Maserati Trofeo 2013	209		
Integrale Evos (Modified)	63	A6 1500	63	Quattroporte V Auto 2007.	130	Maserati Trofeo World Series	212	<b>CARROZZERIA</b>	
Integrale vs Coupe 16v	68	A6GCS (Blue)	132	Quattroporte V GTS Auto 2008.	140	Ghibli MY2013	211	Siata	195
Integrale 8v, 16v, EVO	93	A6GCS (2053)	211	Quattroporte V + P1 Boats.	142	Ghibli MY2014 Group Test	217	Siata	208
Integrale Track test (Drivedata)	95	A6G 54 Zagato	202	Quattroporte V v QP IV.	256	Ghibli MY2017	253	Allemano	198
Integrale Repsol Group A	105	A6G 54 Frua	203	Quattroporte S.	149	Levante	243	Castanga	199
Integrale 5 car test (Modded)	127	A6G 54 Coupe by Frua	230	Quattroporte Sport GT S	156	Levante UK	252	Bertone	200
Integrale/Coupe 20vT/147 GTA	164	Race Transporter	112	Quattroporte Sport GT S	172	Levante Q4 Ice Dr1ving	255	Fisore	202
Integrale Buyers' Guide	156	Cegga (Hillclimber)	48	Quattroporte Bellagio Touring	196	Levante S in Dubai	263	Frua	203
Integrale/Coupe 20vT/GTV6	155	Mistral/250 California Spider	30	Quattroporte Evo Superstar.	196			Vignale	204
Integrale Group A Martini	182	Mistral vs AC 428	56	Quattroporte VI Lancer	204	<b>OSCA</b>		Boano	205
Integrale Group A Martini	228	Mistral Coupe	70	Quattroporte VI GTS in Venice	214	OSCA 1500S Coupe	41	Touring Superleggera	206
Integrale Martini	212	Mistral 3.7 Spyder	144	Quattroporte VI S	241	OSCA Story	29	Zagato	207
Integrale 500bhp (Walkers)	217	Mistral + Speedboat	210	Quattroporte VI MY2018	247	OSCA 2500GT	32	Ghia	209
Integrale 3 car test	226	Sebring	45	3200GT	27	OSCA MT4	59	Michelotti	210
Integrale 30th-48 page Special	262	3500GT	43	3200GT	36	OSCA Tipo 4	203	Scaglietti1	211
Hyena	64	3500GT Special Body	58	3200GT vs Porsche C4	48	OSCA 1600 Coupe	102	Farina	212
Magia "Concept"	22	3500GT Replica Body	75	3200GT	53	OSCA V12 F1	257	Moretti	213
Dedra/Alfa 75/Fiat Tipo	25	3500GT Spyder Vignale	80	3200GT Club Fiorano	59	<b>PAGANI</b>		OSI	215
Dedra	27	3500GT Spyder Vignale	167	3200GT vs Aston Zagato	62	Pagani Zonda C12	38	Pinin Farina	216
Dedra Integrale/Alfa Q4	32	3500GT Spyder Vignale		3200GT Buyers' Guide Heywood	140	Pagani Zonda C12/C12S	53	Pininfarina	217
Thema 8.32	12	Collectors' Guide	254	3200GT/Gransport Spyder/GT	157	Pagani Zonda S 7.3	95	Scioneri	218
Thema 16v Turbo vs 164 3.0	17	3500GT	59	3200GT Buyers' Guide Heywood	162	Pagani Zonda S 7.3 Roadster	104	Francis Lombardi	219
Thema 8.32 vs 16v Turbo	35	3500GT	99	3200GT Buyers' Guide Heywood	250	Pagani Zonda F	115	Ermioni	220
Thema 8.32	220	3500GT (Giordanelli)	201	3200GT vs 4200 Gransport	240	Pagani Zonda R	157	Motto	221
Thema 8.32 Buyers' Guide	247	3500GT (25CLO)	249	Spyder	64	Pagani Huayra	201	Viotti	222
Thema Buyers' Guide	110	5000GT	48	Spyder	69	Pagani Huayra	201	Savio	223
Thema v Saab v Croma v 164.	153	5000GT (Variations)	81	4200 Coupe	66	Pegaso Z103	34	Fantuzzi	224
Thema Plus	240	5000GT (Frua)	85	4200 Coupe	71	Pegaso Z102	91	Boneschi	225
Delta HPE HF Turbo	37	5000GT (Allemano)	93	4200 Gransport	100	<b>THE INFLUENCERS</b>		Colli	226
Delta HPE Evo 500	54	5000GT (Joe Walsh)	191	4200 Gransport	108	Adolfo Orsi	147	Sibona & Basano	227
Delta HPE Turbo Buyers' Guide	169	Cooper Maserati T61P	154	4200 Gransport	126	Brenda Verner	148	Riva	228
Delta HPE Turbo (Imports)	71	Khamsin	41	4200 Gransport	220	Giulio Borsari	149	Moterosa	229
Delta (New) 2008	147	Khamsin Collectors' Guide.	257	Coupe/Spyder Cambiocorsa	79	Valentino Balboni	150	Balbo	230
Delta vs Ypsilon	174	124 GT Prototype	60	Coupe/Spyder Ice Driving	105	Ermanno Cozza	151	Ellena	231
Delta vs Ypsilon (Chrysler)	190	Simun Prototype	60	Spyder Cambiocorsa	94	Stephan Winklemann	152	Italdesign	232
Ypsilon	24	Ghibli SS	52	Spyder (Jodie Kidd)	86	Giorgetto Giugiaro	154	Giugiaro	234
Ypsilon 2004 1.4	89	Ghibli SS	200	Coupe Trofeo	84	Jack Sears	155	Bandini	251
Ypsilon 2011	185	Ghibli v Ferrari Daytona	127	Coupe Trofeo (Monza)	106	Chris Rea	156	Scaglione	252
HPE & Y	11	Ghibli 3 car test new v old	222	Coupe Trofeo (Silverstone)	111	Ercole Spada	158	Stanguellini	254
Y10 (Time Machine)	175	Ghibli Collectors' Guide.	261	Gransport Trofeo (Silverstone).	120	Sergio Scaglietti	159	<b>SPECIAL FEATURES</b>	
Y10 + Turbo	223	Bora	12	GS Zagato.	133	Stirling Moss	160	20 Years of Auto Italia	229
Lybra	38	V8 Engine Feature	152	GT Masterclass 2003	88	Aldo Brovarone	162	AC 378 by Zagato	203
Lybra 2.4 JTD SW	65	Bora 4.7	35	GT Masterclass 2008	154	Edgardo Michelotti	164	Aguzzoli 1600 Coupe	136
Kappa	20	Bora 4.7 vs 365 Boxer	78	90 Years of Maserati	102	Gianni Rogliatti	165	Arnolt Aston Martin	48
Kappa Coupe	54	Bora v 512 BBi v Pantera.	154	Maserati at Silverflag 2005	104	Terry Hoyle	172	Aston Martin Vanquish Zagato	105
Kappa 3.0 Saloon	58	Bora v 4.7.	194	MC12 Stradale	105	Tom Tjaarda	173	Aston Martin DB2/4 by Ghia	213
Thesis (Launch)	65	Merak	33	MC12 Corse	141	Franco Zagari	174	Autobianchi 500	60
Thesis 2.4 JTD (San Remo)	80	Merak vs Ferrari 308GT4	50	Maserati MC12 vs Enzo	158	Eugenio Alzati	175	Autobianchi	73
Musa 1.9	105	Merak vs 308GT4 vs Urraco	149	GranTurismo Italy Launch	137	Graham Warner	176	Autobianchi A111	217
Centenary Celebrations	126	Merak Turbo Prototype	67	GranTurismo (Giordanelli)	144	Derek Bell	177	Autobianchi Primula Coup.	254
Centenary Celebrations (Collins)	127	Merak vs 246 Dino vs Urraco.	190	GranTurismo S	146	Lincoln Small	180	ATS Allemano Coupe	163
Thema / Chrysler 300C	199	Kyalami vs Longchamp	64	GranTurismo S	177	Francesco Stanguellini	182	ASA Coupe	209
Kennedy Collection	263	Karif	90	GranTurismo S Auto	160	Miki Biasion	187	Aznom Codatronca	192
		Indy	68	GranTurismo MC	161	Vittorio Jano	206	Bandini	126
<b>MASERATI</b>		Biturbo Spyder	76	GranTurismo MC Trofeo	172	Gianni Regiani	208	Bassano (Le Mitiche Sport)	86
250F	11	Biturbo Spyder	225	GranTurismo MC Trofeo	177	Agnelli's Cars	210	Bertone	2
250F (CM9)	63	Biturbo (Heywood)	107	GranTurismo MC Trofeo (Donington		Giorgio Pianta	221	Bertone (Inc Stratos Zero)	92
250F (CM5)	215	Biturbo V8 Engine Feature	171	2011 race) Giordanelli	188	Luigi Chinetti	221	Bertone Suagna + GT Cabrio.	121
250F (Fangio's Car)	73	Biturbo (Time Machine)	190	GranTurismo MC Trofeo (Silverstone	230	Piero Stroppa	248	Bertone Mantide.	161
250F vs Ferrari 246	172	Biturbo Buyers' Guide	251	2015 race) Giordanelli	230	Paolo Stanzani	255	Bertone Sale of Collection.	233
Cooper Maserati	72	Ghibli Cup GT racer	34	GranTurismo Trofeo/Stradale	176	Andrea Zagato	262	Best of Italy Race 2017.	253
8CL	24	Ghibli GTvs BMW M3	13	GranTurismo	189	<b>CLUB FEATURES</b>		Bianchi S5 Torpedo.	137
8CM + 6CM	82	Ghibli Cup	40	GranTurismo Whisky Tour	195	Fiat Coupe Club UK	151	Boneschi	108
8CM	222	Ghibli Buyers' Guide	51	GranTurismo Sport	198	Fiat Coupe Club UK	186	Bologna San Luca Hillclimb '06.	116
4CS	54	Ghibli Primatist	65	GranTurismo Sport / GranCabrio		Fiat Coupe Club UK		Bologna San Luca Hillclimb.	123
Bugatti-Maserati (1937)	245	Barchetta + Parmisan	38	Sport + Monaco Yacht	203				



Bologna San Luca Hillclimb. '07.	142	Goodwood 75th Members	256	Monaco Grand Prix Historique	220	Siata/Fiat 750 Spider Corsa	253	Villa d'Este 2015	238
Bologna San Luca Hillclimb. '09.	162	Gran Premio Nuvolari	155	Motor valley	80	Siata Sportscars	54	Villa d'Este 2016	247
Bologna San Luca Hillclimb. '10.	176	Harvey Bailey Suspension test	104	Motor valley 2	84	Siata Spring	111	Val Savioire 2005	103
Bologna San Luca Hillclimb. '15.	230	Innocenti 950 Spider / Coupe	157	Motor valley 2010	168	Siata 1300/1500	114	Val Savioire Classic	110
Bologna Motor Show '15.	231	Innocenti 186 GT	227	Motor valley 2014	222	Stola Monotipo/Barchetta	25	Val Savioire Classic	125
Bizzarrini 5300GT Strada	55	Intermeccanica Italia	206	Motor Diesel	188	Stola Stratos (Concept)	53	Val Savioire Classic 2008	125
Brooklands Italian Car Day '12	200	Isotta Fraschini P1 Powerboats.	121	Mostro Scambio Imola 2011	192	Stanguellini 1100S	35	Val Camonica 2008	153
Brooklands Italian Car Day	212	Isotta Fraschini P1 Powerboats.	124	Museo Nicolis	143	Sunbeam Venezia	60	Val Camonica Adamello 2012.	194
Bugatti EB110S vs F40	15	Isotta Fraschini P1 Powerboats.	125	Mugello Historic	146	Sunbeam Venezia	214	Val Camonica Adamello.	201
Bugatti EB110SS	107	Isotta Fraschini 8A SS.	158	Nazzaro Tipo 3	159	Stabilimenti Farina		Zagato Bristol	44
Bugatti Brabus	37	Italian cars in films.	155	Nazzaro Tipo 3 (Sicilian Dream)	239	Jowett Jupiter	101	Zagato Hillman Imp	51
Bugatti Dauer	70	Italdesign Aztec.	163	Nash Healey Roadster	205	Silverflag	114	Zagato Story part 1	53
Bugatti Veyron Oakley Design	243	Lada Riva Twin Cam	215	NSU Sport Prinz	223	Silverflag 2006	128	Zagato Story part 2	54
BMW M1	92	Le Mitiche Sport Bassano	112	OM 665 SSMM Superba	224	Silverflag 2007	138	Zagato 85th Birthday	97
Bristol 400 by Pininfarina	207	Le Mitiche Sport Bassano	213	OSI Ford Taunus 20M	130	Silverflag 2009	163	Zagato Mostro	234
Cavallino Classic 2012	198	Le Mitiche Sport Bassano	237	OSI 1200 Spider	216	Silverflag 2010	176	Zender 'Progetto Cinque'	22
Cavallino Classic 2013	209	Le Mans Classic 2006	124	OZ Alloy Factory Visit	160	Silverflag 2011	190	Zastava 750 Fiat 600	191
Cavallino Classic 2015	232	Le Mans Classic 2009	162	Padova Show 2005	116	Silverflag 2012	202		
Cavallino Classic 2016	245	Le Mans Classic 2014	224	Padova Show 2006	129	Silverflag 2013	213		
Cascais Classic 2017	262	Ligier JS2	236	Padova Show 2008	142	Silverflag 2014	225		
Ceirano 150S Tipo Roma	125	LIFE F1 track test	162	Padova Show 2009	155	Silverflag 2015	236	Alan Cathcart on bikes	30
CFM 750 Sport	218	Lincoln Dual-Ghia	214	Padova Show 2010	169	Silverflag 2016	250	Aprilia RSV1000	67
CNH Basildon	225	Marangoni Tyre Test	84	Padova Show 2011	182	Silverflag 2016	261	Aprilia Tuono	72
CNH European Tour	238	Martini Story Pt1	205	Padova Show 2012	193	Talacrest	226	Benelli 500-4	19
Cizeta V16T	21	Mallorca Classic Rally	184	Padova Show 2014	218	Targa Florio (Recreation)	71	Benelli Tornado 900	40
Cizeta	49	Minardi (team)	12	Padova Show 2015	231	Targa Florio Centenary	118	Bimota DB2R	13
Coppa Milano-Sanremo	107	Minardi Subaru F1	39	Padova Show 2016	241	Targa Florio Giro di Sicilia	123	Bimota YB11	10
Circuito di Piacenza	235	Monteverdi 375S	71	Padova Show 2016	263	Targa Florio In a Fiat 1100 ('11).	192	Bimota 500 VDue	16
Dallara	20	Michelotti 132 Flares	81	Padova Show report	252	Targa Florio Classic 2012	206	Cagiva Planet 125	22
De Sanctis SP1000	262	Mille Miglia 2006	122	Pininfarina at 75	114	Turin: Fiat City	119	Ducati 955	10
Diatto Ottovu	133	Mille Miglia 2008	152	Pininfarina at 80	178	Tour Auto 2006	121	Ducati ST2	17
Edonis Supercar	73	Mitomachina 2006	128	Pininfarina Peugeot 540 Cab	235	Tecno Lola T290	128	Ducati 620	82
Formula Juniors	28	Moretti 850 Sportiva S1	24	P1 Performance Car Club	110	Tecno PA123 Formula 1	116	Ducati 749	82
Formula Junior	73	Moretti 850 Sportiva S2	54	P1 Performance Car Club	114	Trofeo Baleares	82	Ducati 750	21
Formula One Benetton	73	Moretti 850 Sportiva S2	112	P1 Performance Car Club	131	Triumph Italia	178	Ducati 800SS	82
Ford Anglia Torino	141	Moretti 850 Sportiva S2	118	Police Cars	208	TVR by Fissore	78	Ducati 996SP vs Ferrari F40	41
Frankfurt Show 2003 (Berry)	87	Moretti 750 Tour Du Monde	41	Rally Legends 2010	170	Ultima Alfa	123	Ducati MH900 Evo	43
Francis Lombardi 850 GP	231	Moretti 750 Gran Sport	109	Rally Legends 2011	183	Uniques International Concours	180	Ducati 996R	66
Geneva 2012	196	Moretti 750 Gran Sport	109	Rally Legends 2012	207	Uniques International Concours	206	Ducati 999	66
Ghia Coupes Alfa/Lancia	22	Moretti + Dany Brawand	204	Rally Club Valpantena	210	Villa d'Este Concours	83	Ducati 1000DS	82
Giannini Story pt1	45	Maggiore - Puntograle	31	Renault Dauphine by Alfa	141	Villa d'Este Concours	108	Ducati 1098	128
Giannini Story pt2	56	Modena Tour	79	Retro Mobile	219	Villa d'Este Concours	108	Gilera 500-4	15
Giugiaro	87	Modena Terra di Motori	122	Retro Mobile 2016	243	Villa d'Este Ferraris	109	Husqvarna Nox	70
Gordon Keeble	250	Modena Experience	194	Retro Mobile 2017	255	Villa d'Este Ferraris	122	Laverda Ghost	14
Goodwood Revival 2005	113	Modena Experience	204	Replica P4s	38/51/54	Villa d'Este Ferraris	135	Laverda 750s	20
Goodwood Revival 2010	179	Monterey 2011.	189	Riva Factory Visit	144	Villa d'Este 2006	120	Laverda 1000 SEI	244
Goodwood Revival 2012	193	Monterey 2014.	226	Riva Ferrari 32	242	Villa d'Este 2007	134	Moto Guzzi RS	12
Goodwood Revival 2012	204	Monte Carlo Historique 2006.	119	Ruote Borrani	225	Villa d'Este 2008	148	Moto Guzzi Furia	75
Goodwood Revival 2013	215	Monte Carlo Historique 2007.	131	Salon Prive London 2013	214	Villa d'Este 2009	161	Moto Guzzi 500V8	239
Goodwood Revival 2015	227	Monte Carlo Historique 2009.	157	Salon Prive Blenheim 2017	261	Villa d'Este 2010	174	MV Agusta F4	35
Goodwood Revival 2016	253	Monte Carlo Historique 2010.	178	St James Concours 2013	214	Villa d'Este 2011	187	MV Agusta 750 Brutale	71
Goodwood Revival 2017	262	Monte Carlo Historique 2016.	244	Serenissima 538 Jet Coupe	121	Villa d'Este Ferrari 2011	189	MV Agusta 500-4	133/240
Goodwood FOS 1997	17	Monte Carlo Historique 2016.	255	Serenissima F1	140	Villa d'Este Alfa 2012	199	MV Agusta 350-4	11/242
Goodwood FOS 2012	199	Monaco Grand Prix Historique	122	SCAT 22hp	201	Villa d'Este 2012	212	Vee Two Desmo Shark	23
Goodwood FOS 2017	259	Monaco Grand Prix Historique	177	Siata 750 Gran Sport	28	Villa d'Este 2014	224	Piaggio APE Cross	205
						Villa d'Este 2015	233	Italian Scooters	246

## BACK ISSUE SPECIAL OFFER

Email\* us with the make and model of your car and we will search our archives for THREE back issues containing key features that include buyers' guides, road tests and model launches. Postage included

### PACKAGE PRICES (3 issues)

£12 UK – £15 Europe – £18 Rest of World

\*Offer not available through the website

[claire@gingerbeerpromotions.com](mailto:claire@gingerbeerpromotions.com)





# COMING SOON

ISSUE 265 ON SALE 7 FEBRUARY 2018

## BARGAIN 1990S COUPES: ALFA, FIAT, & MASERATI



## ABARTH LOMBARDI GRAND PRIX



Some features may appear in a later issue

If you are having trouble finding your favourite magazine, call us on 01462 811115. Auto Italia is available at [WHSmith](#) If you cannot find the magazine remember that you can reserve your copy under the Just Ask! scheme so, well, just ask!





# AUTO ITALIA MERCHANDISE

The range of quality clothing, available in a full range of sizes (S, M, L, XL, XXL), includes a tee-shirt, a polo shirt, a fleece and a hoody. The tee-shirt and polo shirt are available in black, royal blue, navy, red or white. The fleece and hoody are available in royal blue, navy or black. Customers will have a choice of embroidered logos, either Scuderia Auto Italia or Auto Italia.



## STICKERS

### Scuderia Auto Italia logo

Round internal windscreen, 75mm, £1.50 (post free)

### Scuderia Auto Italia logo

'Flags' external windscreen, 130mm x 60mm, £2.50 (post free)

### Auto Italia logo

External windscreen, 135mm x 45mm, £1.50 (post free)

All new subscribers will receive a FREE Scuderia Auto Italia round internal windscreen.

All orders and enquiries to:

[claire@gingerbeerpromotions.com](mailto:claire@gingerbeerpromotions.com)



**NEW IN!**



### Auto Italia Beanie Hat

Top quality in dark blue.  
One size fits all £9.99 + P&P



**CLOTHING (SIZES S, M, L, XL, XXL)**

<b>1</b> Tee shirt	£14.99 (+ £1.50 p&p) UK	<b>2</b> Polo shirt	£21.99 (+ £1.50 p&p) UK
<b>3</b> Hoody	£29.99 (+ £3.00 p&p) UK	<b>4</b> Fleece	£35.99 (+ £3.00 p&p) UK

Overseas orders at cost – apply for details: [claire@gingerbeerpromotions.com](mailto:claire@gingerbeerpromotions.com)



# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## AUTOZODIACO DAMACA

Story by Gary Axon

This pioneering crossover beach buggy was designed by Mr Pantera himself, Tom Tjaarda

When a young builder called Mario Zodiaco casually popped into his local Bologna cinema in 1968 to watch the latest Hollywood blockbuster 'Il Caso Thomas Crown' (The Thomas Crown Affair), little did he know what an impact this film would have on his life.

Transfixed by the beach buggy in the film (a Canadian-built Hunter by Universal Fiberglas) which Steve McQueen enthusiastically threw around the sand dunes to impress his movie love interest, Faye Dunaway, Zodiaco dreamt of owning a buggy himself.

Bored of working for his father's construction business, Zodiaco took the bold step of starting his own small car dealer business, called All Cars, with a view to importing and building beach buggies from the USA.

He ordered a self-assembly DAC Deserter kit from the USA and wasted no time in building his buggy the moment it arrived. By September 1968 Zodiaco had completed his

kit – the first beach buggy in Italy – and after some satisfying shakedown testing, he parked it outside his home in central Bologna, and the hordes of curious onlookers confirmed the buggy's potential to Zodiaco.

He asked Beppe Seragnoli, the owner of Mariver, a glassfibre sailing boat maker, to make two buggy bodies, using moulds taken from the Deserter. By May 1969 he had two cars and all necessary suppliers in place to start production. Autozodiaco was founded to make the cars, merging with All Cars to handle sales. Launched at the 1969 Turin Motor Show under the 'All Cars' banner, Italy's first beach buggy generated huge interest, plus a useful number of deposits.

However, the homologation and registration of kit cars in Italy was, and remains, very tricky. Zodiaco resorted to camping out at the Italian Ministry of Transportation in Rome to find a suitable exemption ruling to approve his buggy, which he managed to

trace (from a 1947 ruling) after four days of



searching! In October 1969 he finally received the approval required to begin production, but now lacked the funding to set up a workshop.

Step forward a local wealthy playboy called Paolo Pazzaglia, who stumped up the money for a production facility in return for a 50 per cent stake in Autozodiaco. Pazzaglia turned out to be a conman, though, stealing the first production Autozodiaco buggy and trying to relaunch it under the AutoMirage name!

After losing his production base due to Pazzaglia's misdemeanours, Zodiaco contracted Giannini of Rome to begin assembly of the Autozodiaco Deserter. Further VW-based buggy models followed: the Squalo and California, along with the Skoda-based Kirby and 225cc Tuareg off-road motorcycle. Quickly, however, Autozodiaco's monopoly on the buggy market evaporated, with new rivals appearing, including ATL, Puma, Greppi and Helvetia.

In late 1971, Zodiaco presented a totally new type of crossover buggy, the Damaca. This was

styled by the ex-Ghia and Pininfarina designer, Tom Tjaarda – better known for his 1966 Fiat 124 Spider, 1960 Innocenti 950 Spider and 1970s De Tomaso range, including the iconic Pantera. The Damaca blended a squarish look with more refined design elements, the rear clearly inspired by Tjaarda's Pantera, with Fiat 124 Coupe tail lights.

The unusual name, Damaca, came from a competition organised by the Italian motoring magazine Autosprint, won by Carlo Maddalena of Palermo, DA.MA.CA being a composition of DA.MA (by Maddalena) and CA (Carlo).

You could choose between a VW Type 3 1500cc or 1600cc engine, and it was sold exclusively through BMW's Italian dealer network from 1973 onwards, priced at an ambitious 1,798,000 lire.

The Damaca continued in production until 1981, by which time Mario Zodiaco had sold his Autozodiaco business and left Italy to roam around the world in a sailing boat, ultimately settling in Panama, where he still lives today.







*Merry Christmas!*

*For fabulous tyres contact us:*

*[www.longstone.com](http://www.longstone.com)*

*Tel: +44(0)1302 711123*

*For fabulous vintage underwear  
contact:*







[www.OAKLEYdesign.eu](http://www.OAKLEYdesign.eu)



email: [parts@oakleydesign.eu](mailto:parts@oakleydesign.eu)